'SHOCK TROOPS' OF THE SEA COME SAFELY HOME

This British submarine, making for her base, is coming to the surface when she is safely inside territorial waters. The officers and some of the crew are on the conning-tower, and the superstructure has emerged from the water which pours in cascades down the sides of the hull. Those who man the submarines may well be called the "shock troops" of the sea, for of all the seafaring men their task is surely the most arduous and the most dangerous.

Photo, Keystone

Finland's Brave Front in the Aftermath of War

Though it was in a mood of bitter resignation that the Finnish people received the news of the hard terms exacted by Moscow as the price of peace, they soon set to work to heal the scars of war and make a new Finland no less worthy than the old.

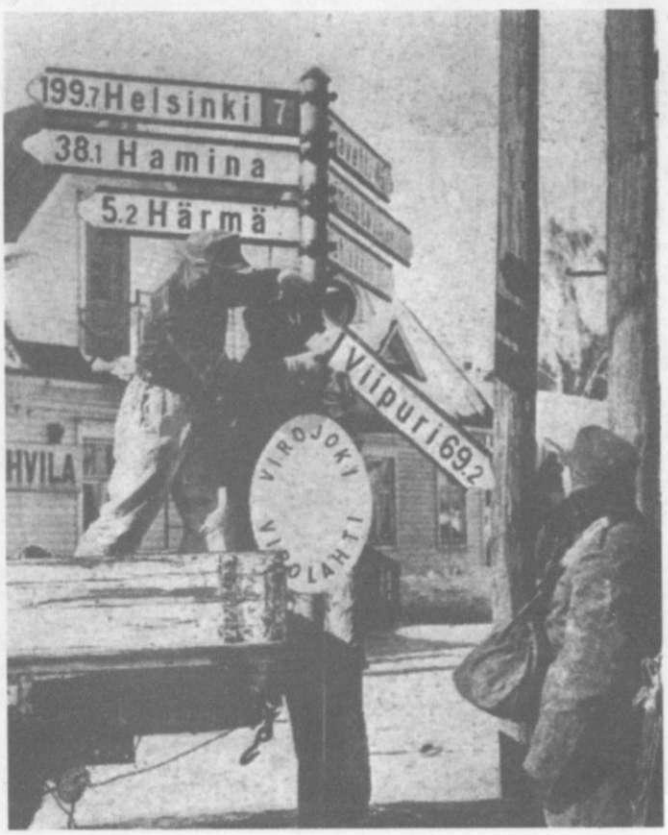
By the end of March the Red flag flew over all those portions of Finnish territory which were ceded to Russia under the Moscow peace treaty of March 13. Beneath its folds were gathered the men of the Red Army, and of the Red Army alone; it was credibly reported that not a single Finn had chosen to remain under Bolshevik rule. From Hango its 8,000 citizens had all quitted the city and moved back across the new frontier; and to Viipuri, which before the war boasted a population of 80,000, no Finns returned save to fetch such of their household goods as they could carry away.

There were two districts in which the tide of evacuation was reversed. In the far north the Russians were given until April 10 in which to complete their withdrawal, as the Arctic conditions which were still prevailing made it impossible to effect an earlier departure. So at Petsamo they shivered in the huts beside the harbour waiting for the ships which were to take them to Murmansk and Archangel.

Then at Kuhmo, 300 miles to the south, in Finland's "waist," the Russian 54th Division staggered from the positions where for weeks past they had been beleaguered by the Finns. For them the armistice had come at the right moment; but a few days more and they would probably have shared the fate of their comrades at Suomussalmi. "We opened the gate for them," said Colonel Siilasvuo, the victor of Suomussalmi, but only 10,000 of the 18,000 who had crossed the frontier before Christmas were able to make the return journey; nearly half their number were left behind for ever in the Finnish snows. As soon as the news of the armistice was received by the trapped Reds they started to sing and play their concertinas in their dug-outs, while some scrambled over the outworks and greeted the Finns in the most effusive fashion.

While the double evacuation was still in progress the process of establishing the host of evacuees in their new homes was pushed on at utmost speed. In a country so rich in timber it was not very difficult to re-house the refugees, and as far as possible the people were kept together in their social units. Each village was established in its own clearing under the guidance of its own priest and mayor, schoolmaster and doctor. Everything possible was done to convince the migrants that they were not strangers in a strange land, but friends and neighbours who for reasons far beyond their control had been forced to leave their old homes and seek new ones in what was still a corner of Finland, where social habit and religious faith, everyday custom and political rule, were those to which they and their fathers had been so long accustomed and attached.

Meanwhile, in the villages and towns which for nearly four months had dwelt beneath the shadow of the Red bombers, there was a revival of life, even of laughter. In Helsinki in particular the change from war to peace was apparent. There were lights in the streets after dusk, and the people remarked one to another how good it was to hear the voices of children once again—children not crowded in the darkness of the air-raid shelters, but playing unconcernedly beneath the blue sky. Women exchanged their trousers for the frocks which they had put away when the first of the bombers came—frocks which were perhaps a little crushed and out of fashion, but would serve until the shops were restocked from Stockholm or Copenhagen. In the dance



In Helsinki, now that there is no fear of Russian bombs, life is gradually returning to normal. But the transition is not yet complete, as these photographs show. The trio of housewives discussing their bargains have not relinquished the use of trousers, even though they are no longer engaged on war duties. On the right, Finns in the border town of Virolahti are removing a signpost pointing to Viipuri—now reverted to Russia.

Photos, Fox and Keystone

Peace Brings Not Joy but Sadness in Its Train

One of the saddest of all retreats in military history was that of the Finnish Army after the peace terms had been signed. Here a long line of ski-troops, those gallant Finns whose exploits as they sped over the snow-covered ground, silent and almost invisible in their white camouflage, played such a large part in the heavy defeats inflicted on the Soviet Army before sheer weight of numbers prevailed, are in retreat from Viipuri.

Stalin believed that the Soviet troops would be welcomed in Finland as "liberators." He was undeceived by the reception that they met with from the Finnish Army, and proof that the civilian attitude was equally hostile came when the Finns evacuated all the areas that were ceded to Russia by the peace treaty. This photograph, taken in Helsinki, shows a line of lorries commandeered by the Government ready to assist the inhabitants of evacuated districts in removing their goods.

Though Helsinki was bombed most often in daylight the city was completely blacked out during the whole four months of the war, and not a glimmer of light was shown. But when the peace treaty had been signed the black-out did not end at once. On that sad night Helsinki remained in darkness, not as a precaution against hostile aircraft, but as a sign of national mourning. It was not until the second night of peace that the snow-covered streets were lit up as they are seen above

Photos, Fox and Associated Press

Reconstruction is Finland's New Watchword

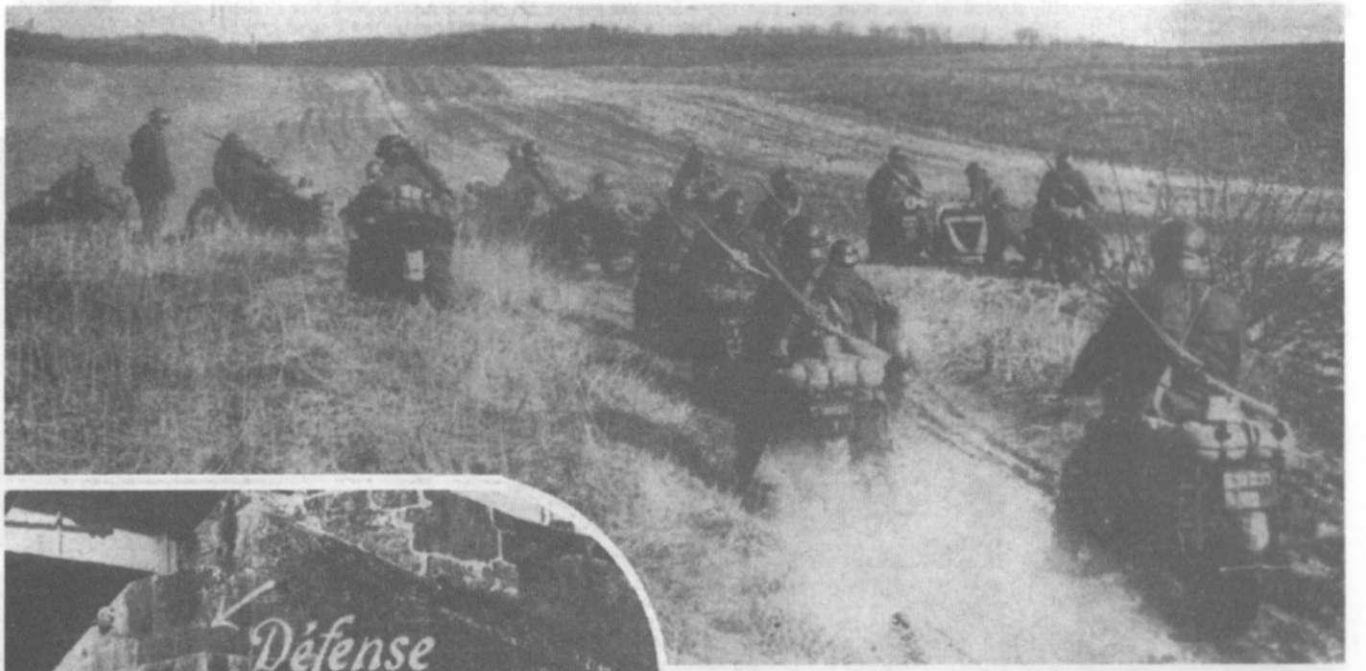
Along the new frontier between Finland and Russia such signs as this warn the Finnish people that if they pass beyond them they will be in a foreign land—Soviet Russia. This particular sign —"The new boundary: no further"—is contemplated with sadness by a Finnish soldier.

halls they were sweeping out the debris from fallen ceilings and broken windows, and the members of the orchestras were hopefully tuning their instruments.

On every side, then, there were signs of Finland's resolve to rebuild cheerfully and courageously where so much had been destroyed. The spirit of the people was finely expressed in the declaration of Dr. Ryti, the Prime Minister, made on the occasion of his forming a new ministry on March 27. The most important task of the new Government, he said, was the speedy inauguration of a comprehensive work of national reconstruction and the creation of the conditions for its successful realization. About one-eighth of the population, he went on, had been deprived of their homes and livelihood; they must be settled as useful productive citizens within the new frontiers. Losses in industrial capacity, of important harbours and sources of raw materials, must all be made good, and in the work of reconstruction the Finnish people might expect the aid of foreign loans. "But," concluded the Premier, "even though this hope were to fail us, we must embark boldly and with confidence on the reconstruction of our country."

Large numbers of Swedes volunteered to help Finland in her fight against Russia, and as many of them were expert skiers they formed a valuable addition to her army. The sad day soon came when they could help no more, and at a ceremonial parade they were thanked by Marshal Mannerheim and many of them were decorated. In the photograph above the Finnish Commander-in-Chief is greeting the leading Swedish officers, and left he is taking the salute at the march past. *Photos. I.N.A. and Keystone*

It's Not All 'Beer and Skittles' on the West



Advancing over rough tracks this French motor-cycle unit is moving up to its fighting position on the Western Front. Ploughed fields and disused cart tracks are chosen, as the main roads are liable to be shelled by German artillery.

The warning—"Do not pass without permission from the authorities. Have your helmet, gas mask, and rifle ready"—on a bridge on the Western Front with an arrow pointing out the direction mutely tells that the front line is near.

Centre right: These French soldiers apparently do not think much of the German machine-gun they captured while out on a patrol, for they are examining it as if it were a museum piece. Along with their French comrades two British soldiers, Captain J. H. Hudson and Fusilier J. Worsley, of the Lancashire Fusiliers (above left), receive the Croix de Guerre from a French General for their part in a patrol action in which six Nazis were killed and one captured.

Photos, Associated Press, and British Official: Crown Copyright

Famous Regiments at the Front

East Yorkshire Regiment

Illustrated in this page are two more famous regiments who are now with the British Expeditionary Force in France—the East Yorkshire Regiment and the Royal Ulster Rifles. The East Yorkshire, formerly the 15th Foot, was first raised in 1685 at the time of Monmouth's Rebellion. The Royal Ulster Rifles were known as the Royal Irish Rifles until January 1921. The regiment dates from 1793 and was formerly the 83rd and 86th Foot.

Royal Ulster Rifles

Here are men of the East Yorkshire Regiment, 21 battalions of which were raised during the last war. The Regiment is once more represented in France, and these photographs were taken in a forward area occupied by the B.E.F. in France. Left, the ration wagon arrives with a welcome load of fresh meat and tinned foods. Right, a mandoline trio of the East Yorkshire is providing music in a front-line trench.

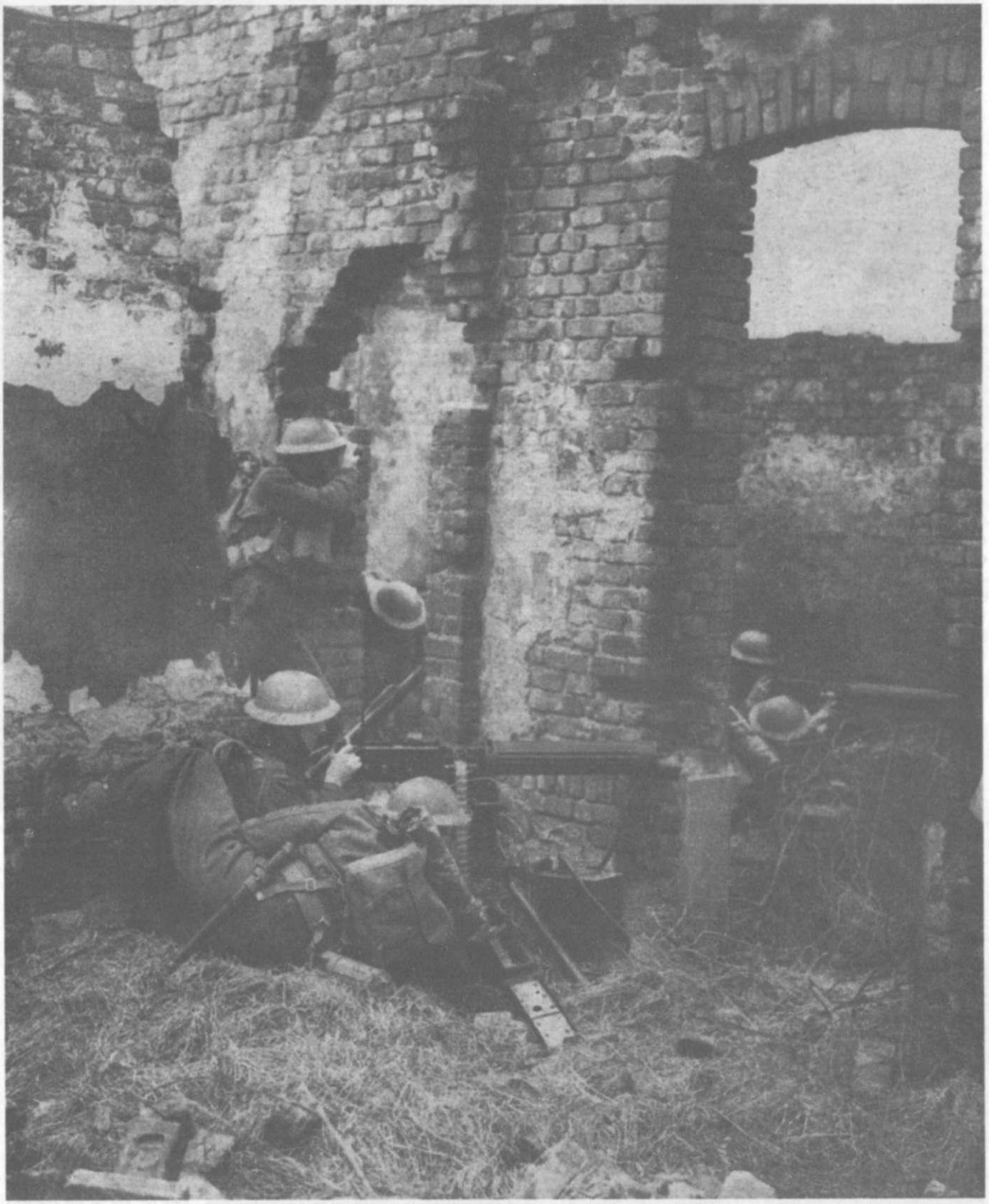
The Royal Ulster Rifles, men of which are seen above, raised 21 battalions during the last war. The Territorial Battalion is the London Irish, whose khaki caubeen—a sort of Tam-o'-shanter—with its green plume is familiar to Londoners. Here a battalion of the regiment in France is taking part in divisional exercises. An anti-tank gun is concealed in the undergrowth, and a "casualty" is being carried to the dressing station by stretcher bearers.

Photos, British Official: Crown Copyright

In France Again after Twenty Years

No fewer than 38 battalions of the Cheshire Regiment were raised during the last war, and they served in France, Gallipoli and Palestine. The regiment was formerly the 22nd Regiment of the line, and the oak leaf on its badge commemorates the fact that at the battle of Dettingen in 1743 it saved King George II, the last British king to go into action with his Army, from being captured by French cavalry.

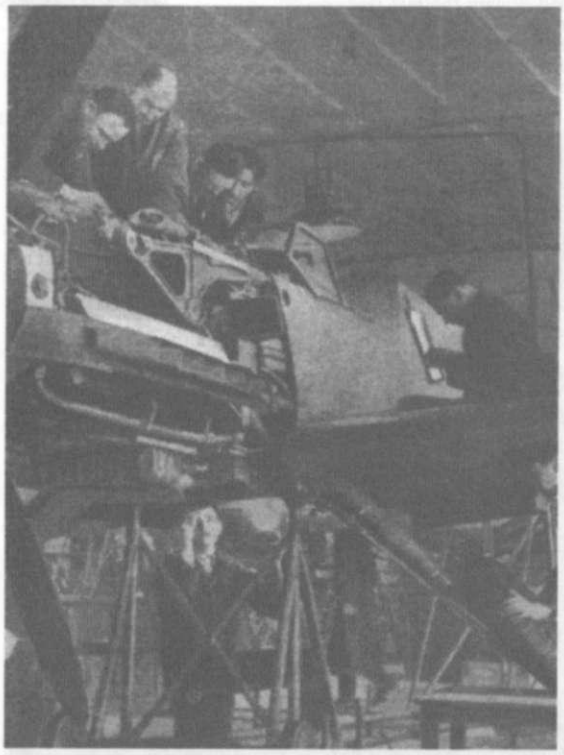
Cheshire Regt.



A ruined building gives good cover to machine-gunners of the Cheshire Regiment. This photograph was taken during exercises and not an actual engagement, but to all appearances the men might well be facing enemy patrols. Note the old petrol can connected by a rubber tube with the gun barrel so that none of the cooling water shall be wasted, and the long belt of ammunition being fed out of the box into the gun.

Photo, British Official: Crown Copyright

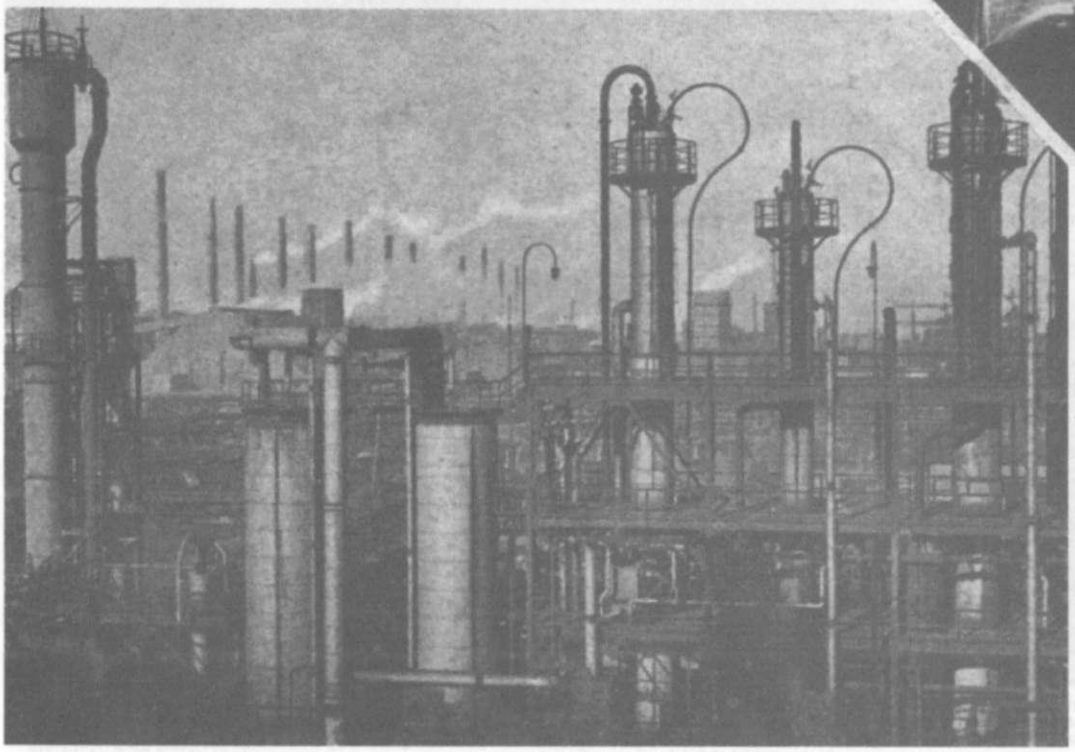
Germany Manages Somehow Behind the Westwall



If substitute materials cannot be found for the construction of German aeroplanes, the use of these materials must be stopped in other industries. On the left is seen a Nazi Messerschmitt nearing completion in the factory. So as to save metal, cardboard cartons made from wastepaper (above) are used to hold motor-car lubricating oil.

In Germany, March 10 is the day of the Commemoration of the Fallen. In 1940 Hitler made a speech on this occasion which was broadcast from the Zeughaus, Berlin's former arsenal now made into a war museum. The ceremony was relayed to loudspeakers in the Unter den Linden, and every radio station broadcast it. After the speech the Fuehrer shook hands with men wounded in the war of 1914-1918, one of whom is seen above.

In this page we illustrate several facets of life inside Nazi Germany today. Superficially, at any rate, these activities seem very similar to events in Britain during wartime. We are using our wastepaper for the manufacture of millboard and packaging. We use synthetic materials in the construction of aircraft, and one of our gas-works alone can produce over 4,000 gallons of benzole each day. And, lastly, we too commemorate the war heroes of 1914–1918 in our Armistice Day ceremony. So far, German industry has withstood the strain of our blockade, and the morale of the people has not yet collapsed. But how long this will last no one knows and no one can foretell. In many commodities Greater Germany was as much as 90 per cent self-supporting, but if we tighten the blockade sufficiently failure of one industry alone might well mean industrial and moral collapse.



There are a number of sources of substitute petrol, amongst which are coal and coal gas. Coal has to be mixed with oil and heated at a high temperature and pressure, whereas benzole can be extracted from coal gas comparatively easily. On the left is a view of a Nazi petrol-substitute refinery where the raw material is converted into high-grade spirit suitable for use in the specially designed aeroplane engines.

Photos, L.N.A., Wide World, Keystone, E.N.A

Beating The Nazis in The Balkans

Below we print a further contribution on the political and economic situation in the Balkans, written by Mr. Harry Gregson, who has recently returned from a tour of south-east Europe. His remarks throw further light on the vexed question of the effectiveness of the Allies' blockade.

In the near future the British diplomatic representatives from five Balkan countries will be in London, in response to an urgent summons from the British Government. Their views will be invaluable in defining the more energetic policy which Britain is to pursue to curtail Nazi economic penetration in the Balkans, which is one of the biggest holes, if not the biggest, in Britain's blockade.

Germany draws oil, chrome, bauxite, pyrites, oil-bearing nuts and enormous quantities of agricultural produce such as maize, wheat, meat and tobacco from the Balkan countries. The extent to which Balkan trade is in Germany's hands is shown by the following figures of exports to Germany from only three Balkan countries last year, with the percentage these exports represent of the total exports of each country:

	Exports to Germany	Percentage of country's exports
Yugoslavia ..	£14,500,000	42
Bulgaria ..	£8,000,000	67.7
Rumania ..	8,665,000,000 lei	32

Germany's chief advantage in dealing with Balkan countries is that she is geographically in the most favourable position for absorbing the greater part of their produce. In times of peace Britain has been only too willing to acknowledge Germany's special interests in the Balkan markets. Indeed, our good will in this respect, so long as there was hope of avoiding an armed conflict with Germany, is largely responsible for Britain's small share of Balkan trade. Now we are at war, our policy has naturally gone into reverse. We wish to stop as much of the trade of the Balkans with Germany as is possible.

In addition to her geographical advantages, Germany has sought to increase her hold on Balkan markets by various methods—fair and unfair. They include delivery of armaments in exchange for raw materials—a branch of supply in which the rape of Czechoslovakia with consequent possession of the Skoda armaments interests aided Germany considerably; exploitation of former Czech financial interests in Balkan countries; discouragement of industrial enterprise in the Balkans, as Germany wishes the Balkans to serve as an agricultural hinterland; large-scale finance of agricultural schemes, such as the planting of soya beans and sunflower seeds instead of maize in certain parts of Rumania; propaganda and more or less inspired threats that, unless the Balkan countries give Germany what she wants, these countries will run the risk of being a second Poland.

British efforts to counteract this Nazi penetration since war began have been only partially successful. The Allies have not effectively counteracted the impression of German strength, so assiduously spread in the Balkans by German Siegfried Line films and Nazi journalists. This propaganda has made the Balkans afraid of Germany.

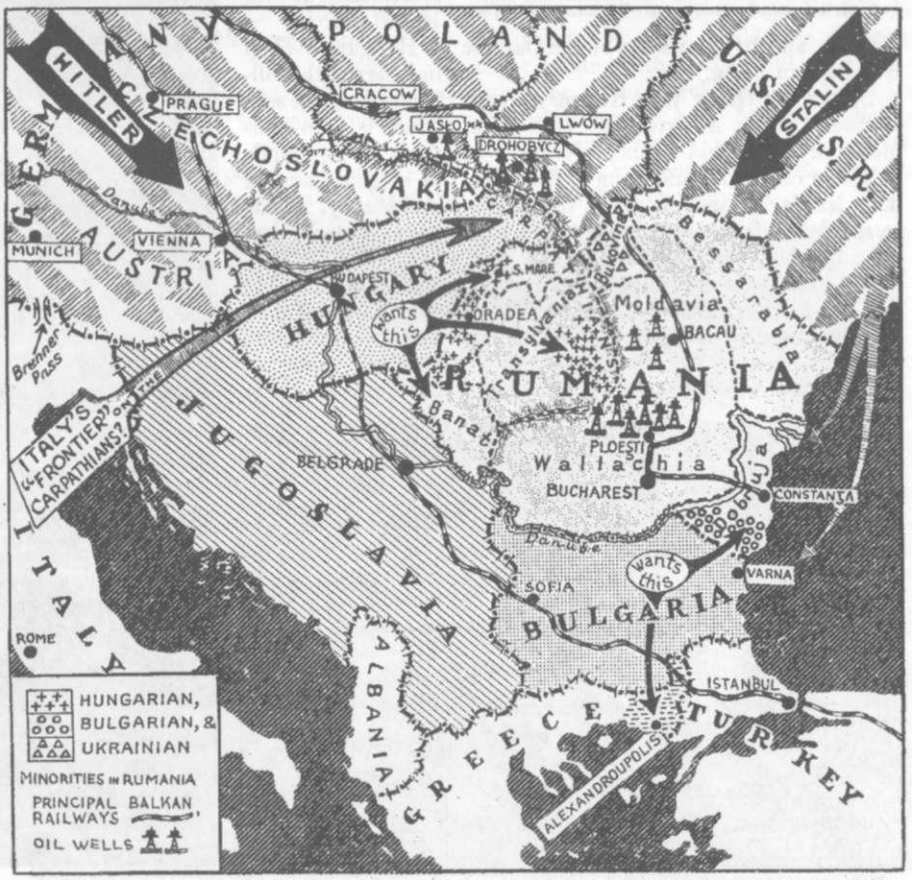
The Balkans Are Pro-Ally

In spite of the overwhelmingly pro-Allied sentiment in all Balkan countries except Bulgaria, and the undoubted preference of these countries for British goods and good foreign currency instead of German shoddy in exchange for their produce, the Allies, occupied with their own war effort, have been unable to deliver British goods in the quantities required. Especially does this apply to armaments, and the military chiefs of some of the Balkan States feel themselves more or less dependent on Germany for their rearmament efforts.

The Allies have endeavoured, by threatening to withhold from Balkan countries essential supplies such as rubber, cotton, and nickel, to induce them to curtail their trade with Germany. By buying up commodities such as oil, copper ore, chrome, etc., we have driven the prices up and endeavoured to hinder supplies to Germany. We have hired and laid up Danube lighters so that Germany could not use them, and the Nazis maintain that we are also paying Danube pilots for doing nothing in order to render navigation difficult.

These measures, however, touch only the fringe of the problem. To beat the Nazis in the Balkans we must do two things. One is to offer these countries alternative Allied markets for their products and give them Allied products in exchange; they desire this more than anything. The second, no less important, is to convince the Balkan countries, as we have convinced Turkey, that if they make a stand against German threats we are in a position to render them speedy and effective help.

How such help should be rendered is a matter for the generals and calls for detailed preparations. We cannot afford a second Finland. Opening of the Dardanelles to Allied warships would be one very effective move.



The Black Sea is the only effective route for speedy help to Rumania. This chart shows Rumania's vulnerable situation, with Russia in the north, Hungary in the west, and Bulgaria in the south, all of whom have territorial claims on Rumania. Not the least of Rumania's internal weaknesses is her minorities, forming nearly a quarter of her 20,000,000 population "Free Europe"

On the Fringes of the War: Hungary

Barring Germany's way to the Balkans is Hungary, her partner in the last war and a satellite, more or less, of the Totalitarian States in this. Comparison with her former condition reveals much that adds fuel to her revisionist hopes.

HUNGARY lies like an oval dish in the heart of Europe. It is a land of huge rolling plains yellow with waving corn, of vast prairies across which roam troops of horses and herds of cattle. It is the creation of the Danube, and by the waters of the Danube it is kept in being.

Here is a photograph of Admiral Horthy, who has been Regent of Hungary since March 1, 1920. In the Great War he achieved the only Austrian naval success—at Otranto, in 1917.

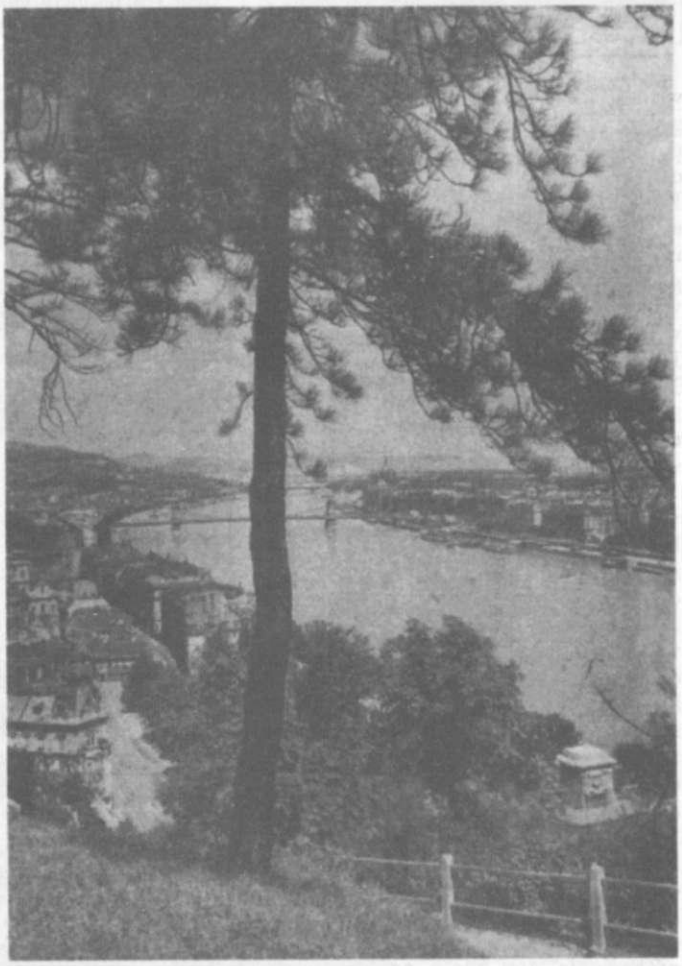
Before the Great War Hungary was a partner with Austria in the Dual Monarchy; the old Francis Joseph was Emperor of Austria and King of Hungary. The land's connexion with the Hapsburgs dated from the middle of the 16th century, but for centuries before that there had been a Hungarian kingdom. Stephen I, who reigned from 997 to 1038, is still honoured by Hungarians as monarch and saint.

The Dual Monarchy was established in 1867, following a generation of strife which had culminated in an armed revolution led by the famous Louis Kossuth in 1848. Even after its establishment there was constant friction between the two sections of the Empire, and Hungary's relations with her own satellite states—Croatia, Slovakia, and Transylvania—were often difficult. Following the collapse of the Austro-Hungarian realm at the end of 1918, Hungary rapidly disintegrated, and as a result of the Treaty of Trianon in 1920 she was shorn of 90,000 square miles of her pre-war 125,000 square miles, and her population was reduced from 21,000,000 to one of between eight and nine millions. Moreover, her new frontiers were so drawn that while 90 per cent of her population was Magyar, more than 3,000,000 Magyars were left outside her boundaries—about a third of the whole Magyar nation. Since the dismemberment of Czechoslovakia in 1938 she has recovered much of the territory that she had ceded to Masaryk's republic, and today Hungary's area is some 45,000 square miles and her population is estimated at over 10,000,000.

Hungary's chief industry is the cultivation of the soil, which is almost entirely in the hands of a feudal landed aristocracy. It has been stated that one third of the total arable land is owned by 980 men, and, despite some post-war agricultural reforms, there are 3,000,000 people who, though dependent upon the land for their livelihood, are yet almost or entirely landless. In proportion to her population Hungary has the largest landless agrarian proletariat in the world.

In addition to wheat Hungary produces the other customary agricultural products, timber, and some coal; in the valley of the Tisza are vineyards whose produce has made the name of Tokay (Tokaj) world-famous. Her industries are based almost entirely on agriculture, and by far the majority of her people live in the villages and small towns with which the countryside is dotted. Budapest, the capital, has a population of over 1,000,000, but the next largest towns are Szeged (140,000) and Debrecen (123,000).

Though Budapest's position is not quite so difficult as that of Vienna—that capital without a country—she came into being when she was the capital of a state with twice the population of the present-day Hungary and three times its area. In the towns the Jewish element is very



Budapest, once the twin capital with Vienna of the old Austro-Hungarian Empire, is seen above in all its beauty as it lies on the banks of the Danube. On the left is the city of Buda and on the right that of Pest; joined by the famous Elizabeth Bridge, beyond which is the domed roof of the Houses of Parliament. Budapest, long a city of abounding life and gaiety, has in late years found that the shadow of war lies again heavy upon it. Left is a map of Hungary, that fertile plain watered by the Danube, whose safety is imperilled by the very fact that it is one of Europe's chief granaries.

Photos, E.N.A.

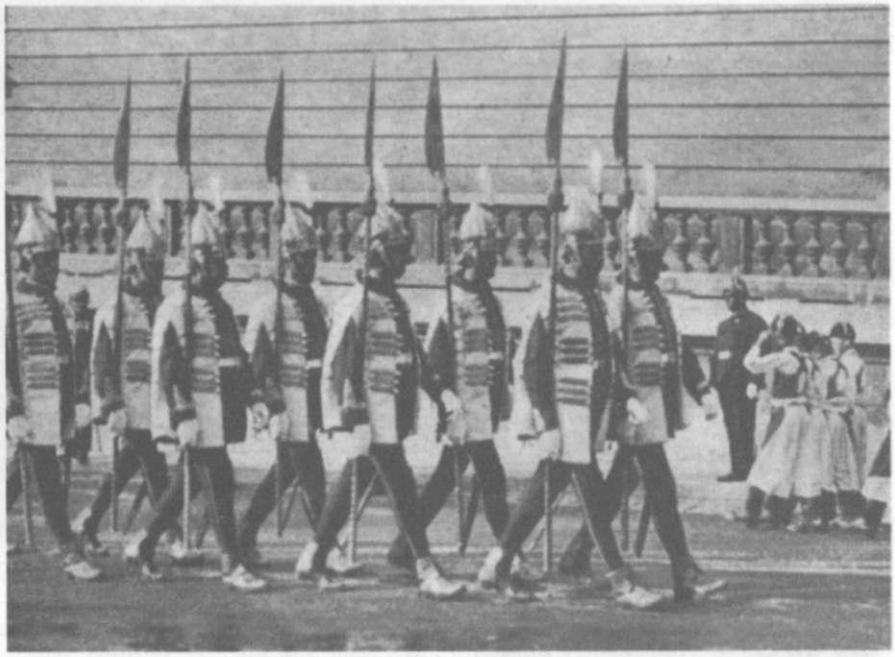
Feudalism Lives On in Europe's Prairie

The Hungarian people—Magyars as they call themselves—are an almost entirely agricultural folk, working from youth to old age on the land. After a day's toil in the fields, such as the men, women and children in this photograph are engaged in, they go home to make their own music, which has become world-famous, or to spend their scant leisure usefully, the men in handicrafts and the women in working those bright-coloured embroideries that make their feast-day costumes among the most beautiful in the world.

marked, and a few years ago it was estimated that 50 per cent of the lawyers, 35 per cent of the journalists, 33 per cent of the medical men and 28 per cent of the engineers in Hungary were Jews. For much the same reason as in Germany a strong anti-Semitic movement has grown up to add to the political difficulties of the State.

Hungary today is a kingdom with a vacant throne. After the virtual abdication of the Emperor Charles IV on November 13, 1918, a republic was proclaimed with Count Karolyi as President. In March 1919, however, a dictatorship of the proletariat was established under Bela Kun, and for five months the country witnessed an orgy of chaos and murder. Then the Rumanians invaded the country. Budapest was captured, and Bela Kun fled. Now the Red terror was followed by a White, and it was not until November that the Rumanians retired after creating much havoc. It was in the next year that Hungary was declared a kingdom—without a king, for the Allies and the Balkan Entente were adamant in their opposition to any proposal for the restoration of the Hapsburgs. Meanwhile, Admiral Horthy was proclaimed Regent—a position which he still occupies today. There is a parliament, but the Regent is in effect dictator. Since February 1939 the Premier has been Count Paul Teleki, with Count Csaky as Foreign Minister.

It can be no easy task to rule a country which trembles with every move of the Rome-Berlin axis. Now Hungary is wooed by Mussolini, and now threatened by Hitler; she is all too conscious of how meagre is the present compared with the rich fullness of the past; she has ever in mind those three millions of Magyars who are without the bounds of the Magyar State. She would like to bring them again within the fold, but that would be possible only as the result of a successful war. And for war she is certainly not ready, as it was only in 1938 that she ventured to reintroduce compulsory military service.



The love of pageantry is in the blood of the Hungarians and is manifested alike in the peasants' costumes and in the elaborate military uniforms that still survive. Here is an example of it. The Parliamentary Guard, in medieval garb, with halberds on their shoulders, march to the Houses of Parliament, passing on the way youngsters in picturesque national dress.

There Is a New Government in France

Most people on this side of the Channel were surprised to hear of M. Daladier's fall, but (as this article makes clear) a change of government in France has not the dramatic meaning usually associated with it in Britain. Moreover, the succession of M. Paul Reynaud means not so much a new policy as an intensification of the old.

THERE is a new cabinet in France. M. Daladier has gone out; M. Reynaud has come in. The policy of the new government is essentially the same as that of the old. As the new French Prime Minister declared in his first broadcast to the French people on March 26, "the objective remains the same—to vanquish the enemy." Forty-eight hours later he attended the Supreme War Council in London, which drew up the most emphatic pronunciation of the Allies' identity of purpose and will to win: "During the present war they will neither negotiate nor conclude an armistice or treaty of peace except by mutual agreement. . . . They undertake to maintain, after the conclusion of peace, a community of action in all spheres. . . ."

In the voting which followed the secret session of the French Chamber—the equivalent of the British House of Commons—held on March 20, there were 239 votes recorded for M. Daladier's government and only one against, but there were in addition 300 abstainers. These deputies were normally supporters of the government, but many of them were in favour of a more vigorous war policy and were of the opinion that this might be furthered if a small war cabinet were set up. Thus, though M. Daladier was undefeated, he suffered so severe a rebuff that he submitted his resignation to Present Lebrun.

After a day or two of conversations between leaders of the many political parties and groups represented in the Chamber, a new cabinet emerged on March 22 under the presidency of M. Paul Reynaud, who assumed the offices of Prime Minister and Foreign Affairs, while M. Daladier was given the portfolios of War and National Defence. Several other members of the outgoing cabinet were given positions in the Reynaud government, for instance, M. Chautemps, M. Campinchi, M. Dautry, M. Mandel and M. Sarraut.

As governments go in France, M. Daladier's was quite long-lived, for it was on April 10, 1938 that he became Prime Minister for the third time. France changes her governments with far greater ease and far more often than Britain, however, and it is the exception rather than the rule for a cabinet to last more than a few months.

Why French Cabinets Change So Often

In France a cabinet has not the right to dissolve the Chamber, whereas in Britain the resignation of the cabinet is usually followed by the dissolution of the House of Commons and a general election. In France the Chamber of Deputies is elected for four years certain, whereas the British House of Commons has a maximum life of five years, which may be cut short at any time by the decision of the Prime Minister for the time being to go to the country. It is principally for this reason that cabinets are so frequently changed in France; the French deputies are apt to display at times an almost schoolboyish irresponsibility, bringing down a government in a mood of petulance or temporary anger, or simply because they think it time that they had a change—knowing that their action will not rebound on their own heads in the shape of a general election, which might cost them their seats. Cabinets may come and cabinets may go, but the deputies go on—if not for ever, at least for their full term of four years. Thus, since M. Poincaré left office in 1929 there have been twenty-two cabinets; verily a "cascade of cabinets," to use M. Reynaud's graphic phrase.

Another difference between the systems of parliamentary government in France and Britain is that whereas in our country there are two or perhaps three main parties and one or two tiny oddments, in the French Chamber some twenty parties are represented. It is impossible to say just how many because they change from time to time as new splits develop and old splits are closed. It is generally possible, however, to divide the Chamber into Right, Centre, and Left, although it is not possible to make any clear division between the Right and the Centre or the Centre and the Left.

On the far Right sit the Royalists and Bonapartists (if any), and on the far Left the Communists—at least, in normal times, for in the present Chamber the Communists have been outlawed, and so far from being allowed to take their seats most of the Communist M.P.s are either in hiding or in prison. In between these two extremes is a medley of parties, groups, and independent members which in the present Chamber gravitates towards the Left Centre. The largest party in the present Chamber—which was elected in the spring of 1936—are the Socialists (146), whose leader is M. Blum. The next largest party are the Radical Socialists, who at the general election numbered 116; to this party MM. Daladier and Chautemps belong.

In this photograph we see the whole of the new Government of France, formed under the direction of M. Paul Reynaud, the new Prime Minister and Minister for Foreign Affairs. Of the twenty-nine members, nine constitute the inner War Cabinet: these are MM. Reynaud, Chautemps, Daladier, Campinchi, Laurent-Eynac, Monnet, Dautry, Mandel and Lamoureux.

Photo, Keystone

1. M. Reynaud.
2. M. Daladier, War.
3. M. Sarraut, Education.
4. M. Campinchi, Marine.
5. M. Monnet, Blockade.
6. M. Lamoureux, Finance.
7. M. Queuille, Supplies.
8. M. Roy, Interior.
9. M. Frossard, Information.
10. M. Blancho, Under-Sec., Armaments.
11. M. Pomaret, Labour.
12. M. Julien, Posts.
13. M. Ducos, Under-Sec., War.
14. M. Dautry, Armaments.
15. M. Hachette, Under-Sec., National Economy.
16. M. Thellier, Agriculture.
17. M. Serol, Justice.
18. M. Jacquinot, Under-Sec., Interior.
19. M. Schuman, Under-Sec., Office of Vice-Pres. of Council
20. M. Mandel, Colonies.
21. M. Rio, Merchant Marine.
22. M. Laniel, Under-Sec., Finance.
23. M. Chautemps, Vice-President of Council.
24. M. Pinelli, Under-Sec., Merchant Marine.
25. M. Delagrange, Under-Sec., Commerce.
26. M. Héraud, Public Health.
27. M. Rivière, Pensions.
28. M. Albertin, Under-Sec., Public Works.
29. M. Rollin, Commerce.

Like the Old, Its Policy is 'Win the War'

The three men who are in command of France's fighting forces are all seasoned leaders. General Gamelin (left), Generalissimo of the Allies on the Western Front, served in France throughout the last war. Admiral Darlan (centre) served during most of the Great War on land, but returned to the sea afterwards. General Vuillemin (right), nicknamed "The Bulldog," is chief of the Air Force, and has a reputation for skill and daring.

Other parties represented in M. Paul Reynaud's cabinet which, as indicated previously, is predominantly Left Centre, are the Independent Republicans, Dissident Socialists, Republican Alliance, Socialist Republican, Republican Socialist, Republican Centre, Right Centre, and Democratic Popular Party. M. Reynaud himself now ranks as an Independent, though not long ago he was a member of the Republican Alliance of the Left.

The names by which French parties are known give little indication of their political outlook; the Radical Socialists, in particular, are neither radical nor socialist, but are what in England we should call Liberal; while Republican is singularly uninformative, for in the Chamber of Deputies there are only one or two members who are not convinced supporters of the republican system.

Party Names Mean Little

It is indeed exceedingly difficult to translate French political terms into English. Thus M. Frossard, the Minister for Information, is sometimes described as Socialist Republican Union and sometimes as a Dissident Socialist; while M. Thellier is Right Centre or Republican Alliance. Outside M. Reynaud's government are the leaders of the principal Centre groups—MM. Pierre Laval, André Tardieu and P. E. Flandin—and M. Louis Marin (Republican Democrat), who is the principal spokesman of the Right.

In M. Daladier's government the Socialists were not directly represented, and the chief difference between his cabinet and that of M. Reynaud is that in the latter several of the portfolios are held by Socialist ministers. As mentioned above, however, he himself is an Independent—which in itself is a remarkable fact, for it is rare indeed for a man of really independent views to become Premier in a country so politically conscious as France. He entered the Chamber of Deputies in 1919 and has represented Paris since 1928. His first experience of office was as Minister of Finance in the Tardieu cabinet of March 1930, and from 1931 to 1932 he was Minister for Colonies under M. Laval. Subsequently he was Minister of Justice in Tardieu's 1932 cabinet, and held the same office under Daladier from April 1938 until the following November, when he was appointed Minister of Finance. In that position, perhaps the most unpopular to which any French politician can be called, he displayed such ability and resolution that even the most convinced of party partisans felt that he was the one man who could and ought to follow M. Daladier in the supreme office.

Nevertheless, his position was not unchallenged, and in his first division there were 268 votes cast for him as against 156, while there were 111 abstentions (but many of the latter, it appeared, intended to vote for him). An excellent impression, however, was created both at home and abroad by his declarations of policy and his establishment of an inner cabinet of nine members—"enough for deliberation, not too many for action," as he said. So under his leadership, as under that of Daladier, France carried on with the war.

The two men who guide the destinies of the Allies, Mr. Chamberlain and M. Paul Reynaud, the new French Premier and Minister for Foreign Affairs, are seen above. From the doorstep of No. 10 Downing Street, Mr. Chamberlain watches M. Reynaud (right) leaving with M. Corbin, the French Ambassador to London.

Photos, Planet News and Central Press

Soon This War Will Have Its Air 'Aces'

To be officially recognized as an air "Ace" a pilot must have ten definitely established victories to his credit. So far this war has not produced an Ace, but there are a number of men, both in the R.A.F. and the French Air Force, who are unofficially recognized as bearing that proud title.

IN the cold, terse phrases of the Air Ministry communiqué, there was "marked aerial activity over the Western Front on March 26." The report stated that five enemy aircraft were shot down, and that one of our fighters was shot down, but the pilot escaped by parachute.

The curt announcement does not give even a hint at the dramatic incidents which marked the B.A.F.'s most successful day of the war, or mention that for thousands of schoolboys 10,000 miles away in Wellington, New Zealand, a new hero was born. The pilot who managed to make a dramatically successful escape from amazing odds was Flying Officer E. J. Kain, the 21-year-old New Zealander who has become our first unofficial Ace of the war and is known to his friends and millions of radio listeners all over the world as "Cobber."

The word "Cobber" is Australian, and means "pal," and Flying Officer Kain is as proud of that title as he is of the D.F.C. that has been awarded to him by the King or of the fact that he has now five victories to his credit.

"Cobber" has only been in the R.A.F. for two years, yet he is regarded by the commander of his squadron, which has 11 victories to its credit, as a "wizard." He was the first man to shoot down a German Dornier over the Western Front. It happened in the first few weeks of the war. A week later he got his second Dornier, from a height of 27,000 feet. Then, in the middle of February, while over the German lines, he shot down his first Messerschmitt and was himself shot down; he just managed to struggle over his own lines before his 'plane, wrecked by Nazi cannon shells and in flames, crashed.

Then, on March 26, the day that the R.A.F. got five enemy 'planes over the Western Front near Metz, "Cobber" excelled himself and made himself an unofficial Ace by bringing down two Messerschmitt 109s before he himself was shot down in flames and escaped by parachute at the last moment to land only half a mile from the German lines.

Garlanded with ammunition belts, these Nazi fighter pilots are doughty enough, but time after time they or their fellows have had to accord to the R.A.F. the palm.

Here is "Cobber," the 21-year-old New Zealander who has five air victories to his credit (right). We published his photograph in page 278, but we are only now permitted to give his name: Flying-Officer E. J. Kain.

Photos, British Official: Crown Copyright, and International Graphic Press

March 26 is the day that another young pilot, who remains anonymous, started on his way to becoming an Ace.

He was up over the front lines with his flight of three 'planes when he saw some anti-aircraft fire in the distance and immediately flew towards it. He discovered that he had run into a hornet's nest of 12 Messerschmitts. But before the Germans had managed to recover from their surprise that only three British 'planes dared to attack them, the young flight leader had knocked down two of them.

The scoreboard of Nazi 'planes that have been shot down by the British and French Air Forces over the Western Front is being carefully kept, and although "Cobber" is leading, he will have to redouble his efforts or he will have the first place taken away from him by a young French pilot whose name is being kept secret by the French Air Ministry, but it is said that he will have his fifth victory credited to him in the next issue of the Official Journal.

But until this rumour that his leading position is in danger is officially established, "Cobber's" nearest French rival is Pilot-Sergeant André Jean Armand Legrand, who officially heads the French list with three victories to his name.

There is one pilot in the R.A.F. who was a real Ace before the war started, and who already is winning another

So Far New Zealand's 'Cobber' Leads the Field

name for himself in this war. He is Wing-Commander Bill ("Crack'em") Staton. He became an Ace in the last war and won the M.C. and D.F.C., and in this war he has already won the D.S.O. (his photograph appears in page 249).

It was Wing-Commander Staton who led the R.A.F. raid on Sylt on March 19, although he should not have been in the raid at all. His zeal and his skill were so great that, although the average length of time that our other bombers were away was five hours, in the case of Wing-Commander Staton it was seven hours. He just ignored the German anti-aircraft fire and carefully studied the lie of the land before dropping his bombs.

The powers that guide the destinies of the R.A.F. are always reluctant to disclose the names of the men who daily and often hourly risk their lives thousands of feet in the air and at incredible speeds and against terrific odds, in order that there shall be one less Nazi fighter or bomber.

The only indication of the identity of another young pilot who is well on the road to becoming an Ace and who gained his second victory on April 2, is that he is strongly-made and is red-headed. He has already shot down a Dornier.

On this occasion he found himself in a high-speed dog-fight with seven Messerschmitts. He singled out one as his victim and went after him, ignoring the fact that

Lord Gort, C.-in-C. of the British Army in France, paid a visit to the R.A.F. recently and congratulated officers on their successes (top).

the other six Messerschmitts were circling round him pumping bullets into his 'plane as fast as they could work their guns.

But the red-headed Ace of tomorrow stuck to the tail of his enemy till he saw his machine-gun bullets ripping through the fuselage and thick black smoke coming from the engines, and then the 'plane turn over and start on its swift dive to earth.

There are yet other embryo air Aces whose names and victories have never been disclosed. Over forty-five German 'planes that have made raids on our East Coast have been shot down by men of the Coastal Command, and there must be many who have two or more victories to their credit and, as the war develops, will suddenly blossom out into fully-fledged Aces, equal to many of those who thrilled the world during the last war by the mere mention of their names.

A warning has just been given that enemy aircraft have been sighted, and the R.A.F. fighter pilots dash for their 'planes to take up the chase (centre). They use "Hurricanes," and, above, one is being loaded with thousands of rounds of ammunition. *Photos, British Official: Crown Copyright*

Under Wellington & Haig They Went to War on Foot but Now the 'Fighting

WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 338*)

Unpalatable Home Truths for Neutrals

Wednesday, March 20, 1940

MR. OLIVER STANLEY, Secretary for War, in a speech to the National Defence Public Interest Committee :

The Nazi challenge has been taken up by France and ourselves, but the challenge is not only to France and ourselves. It is a challenge to any nation and any individual who shares our way of life and our standard of thought. These people may think that they are going to keep out of the conflict, but really they are in it. They may not be taking an active part, they may even through timidity or selfishness be giving help to the other side, but they must not think they can remain indifferent to the result of the struggle. They may be lucky and we may fight their battles for them, in which case all the loss will be ours and the victory will be shared by others. But they may not be lucky. In that event do they really think that life will go on for them the same as it has up to now ? If we were fighting for territory or trade there might be room for compromise, but I can see no end to this struggle until the Germans have been taught not that the standards adopted by their leaders are wrong—they may not mind it—but that they do not pay.

I have read in the foreign Press criticisms of the Government for its timidity and its lack of enterprise and execution with regard to Finland. Why is that ?

Because we were tender-hearted and sparing of the rights of neutrals. That is a very dangerous lesson for neutrals to start teaching. It may be a lesson we may be only too willing to learn. We have learned that it is the person who ignores the rights of neutrals who gets the advantage. We now learn that it is the person who ignores the rights of the neutrals who also gets their admiration. It is a lesson which may find willing and apt pupils in this country.

Another question which some people are asking is how we are fighting the war. It is sometimes described as a " phoney " war—a phrase that comes from the ringside, where people, after good dinners, sit in great comfort and no physical danger urging other people to hit each other harder and hurt each other more.

We are fighting this not for the entertainment of other people, but for our lives. This is not a " phoney " war for the men in the Navy or for the airmen . . . And it is sometimes forgotten that this is not a " phoney " war for the thousands and even millions of people who have not yet been in great physical danger but who have seen their ordinary lives torn up, their professions and businesses and careers disrupted ; who face a future of insecurity, but who with courage are prepared to endure.

Tribute to Finland's Undefeated Army

Sunday, March 24

LORD HALIFAX, Foreign Secretary, in a broadcast message to Finland :

There is no people whom I would more gladly address than the brave Finnish nation, which has fought so gallantly for the ideals and aims for which we, too, in the British Empire have taken up arms—the right of each nation, however small, to live its own life secure against aggression from powerful neighbours.

If others had shared Finland's determination to resist evil and barbarism in the only possible way now left to civilization—by force of arms—the citizens of our two countries would now have been fighting side by side in a common cause.

The message which I wish to send to you is not only one of sympathy in your present time of great trouble but also a tribute to your courage in the past months and of hope and faith that in the future it will be fully rewarded. Although your Government decided to accept the terms imposed by the Soviet Government, your Army remained undefeated to the last, and the spirit and skill of your soldiers have won the unstinted admiration of this country, which has for centuries produced tough fighting men and has also known what it is to fight with its back to the wall.

We believe that your hearts are with us in the conflict we are waging to end the violence and aggression of which you are the most recent victims. When our victory has been won, Finland will inevitably share in the benefits which will spring from the establishment of that lasting and righteous peace which the British Prime Minister and the President of the United States have both declared to be the only peace which is possible.

Dark hours may lie ahead for our nations, but we both are strong in our consciousness of a righteous cause and our faith in a just God. The struggle may be long and bitter for us and the period of waiting long and bitter for you, but in the end the ideals in which we both believe will conquer and the dark forces which overshadow the civilized world will be swept away.

France's New Premier to his People

Tuesday, March 26

M. PAUL REYNAUD, French Prime Minister, in a broadcast :

In accepting the heavy task of succeeding M. Daladier, to whom France owes so much, one single idea guided me : what Ministerial formation would give to the Government the greatest strength to act.

I desired unanimity and I offered to men of all parties the opportunity to collaborate in office. This unanimity will come. If in the midst of war France had offered a spectacle of a cascade of Governments, enemy propaganda would have denounced the failure of our democracy.

The enemy gambles on our internal break-up, which would enable him to undertake military action at the minimum cost.

If Hitler could have seen emerge a Government without vigour, cut off from the mass of the nation and incapable of carrying the country with it, Hitler's hour would have come. That danger is eliminated. It only remains now to govern.

I have set up at the core of the Government a War Cabinet of nine members. That is enough for deliberation and not too much for action. Our decisions will be weighed, our actions prompt. We have created the necessary instrument. We are going to use it. Our objective remains the same—to defeat the enemy. . . .

In this war of peoples it is impossible to circumscribe effort to any one domain. Imagine the intensity of industrial effort, the enormous quantity of raw materials, the number of hands at work, the activity of transports which are necessary.

At the same time it is necessary that the country should continue to live. Everywhere men are needed, everywhere work must be done. That is why everyone must serve, some to fight, some to work in factories, some to work in fields. The Government's part is to put everybody in his place. This part it is resolved to play. Whoever in wartime, whether in public administrations or elsewhere, keeps to the peacetime rhythm of work, is committing an offence against his country. The normal today is not enough. As for those who might attempt to thwart this great national effort, they will be crushed.

This war will be hard, we shall have to fight hard, work hard, suffer hard. We shall win this hard war. The united resources of the two greatest empires of the world ensure them victory provided they have the will and know how to utilize their resources completely.

Our diplomatic successes, even more than our military victory, will depend above all on our strength—on the number of our tanks, of our guns, of our 'planes. And these tanks, these guns, these 'planes, depend on our will to work, on our resolution and our morale, on our capacity to suffer and on the determination of all Frenchmen, those behind the lines as well as those at the front.

We march towards the test with our heads held high, prepared to meet it with the courage of warriors and the courage of conquerors.

United Canada Stands for Great War Effort

Wednesday, March 27

MR. MACKENZIE KING, Prime Minister of Canada, in his address to Canadians on the election results :

You will never know how relieved and proud I feel that the Canadian people have shown other parts of the Empire, and other countries, that it has been possible for Canada to carry through a General Election in time of war without impairing the united war effort of a united country.

I am deeply grateful that you have seen with clear eyes that the great issue between us has in reality been the only issue that matters. It has been the war effort of a free people fighting to maintain freedom.

The result is the proof that you felt that a vigorous, united war effort by a united Canada was necessary above all things, not only effectively to aid Great Britain and France in the struggle to preserve freedom in Europe, but that it was essential as well to preserve true freedom in our own land.

Anglo-French Community of Action

Thursday, March 28

Declaration issued after a meeting of the Supreme War Council in London :

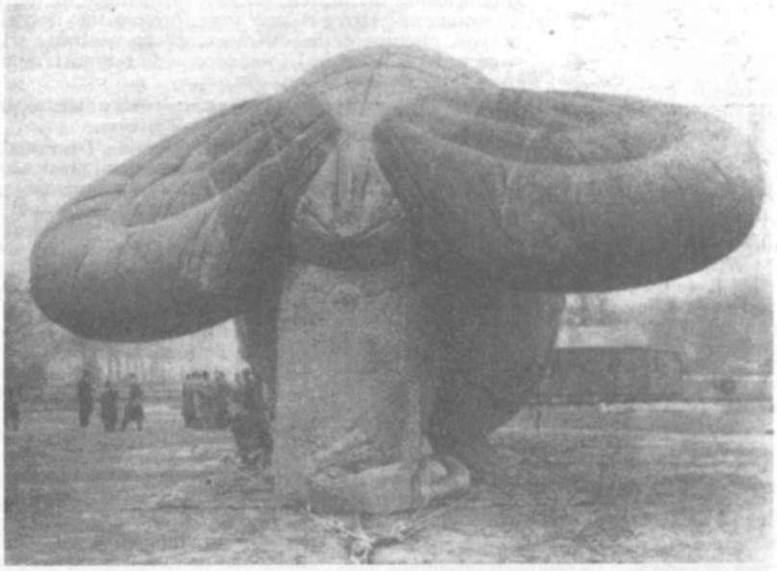
The Government of the French Republic and his Majesty's Government in the United Kingdom of Great Britain and Northern Ireland mutually undertake that during the present war they will neither negotiate nor conclude an armistice or treaty of peace except by mutual agreement.

They undertake not to discuss peace terms before reaching complete agreement on the conditions necessary to ensure to each of them an effective and lasting guarantee of their security.

Finally, they undertake to maintain, after the conclusion of peace, a community of action in all spheres for so long as may be necessary to safeguard their security and to effect the reconstruction, with the assistance of other nations, of an international order which will ensure the liberty of peoples, respect for law and the maintenance of peace in Europe.

More and Yet More Balloons in Britain's Service

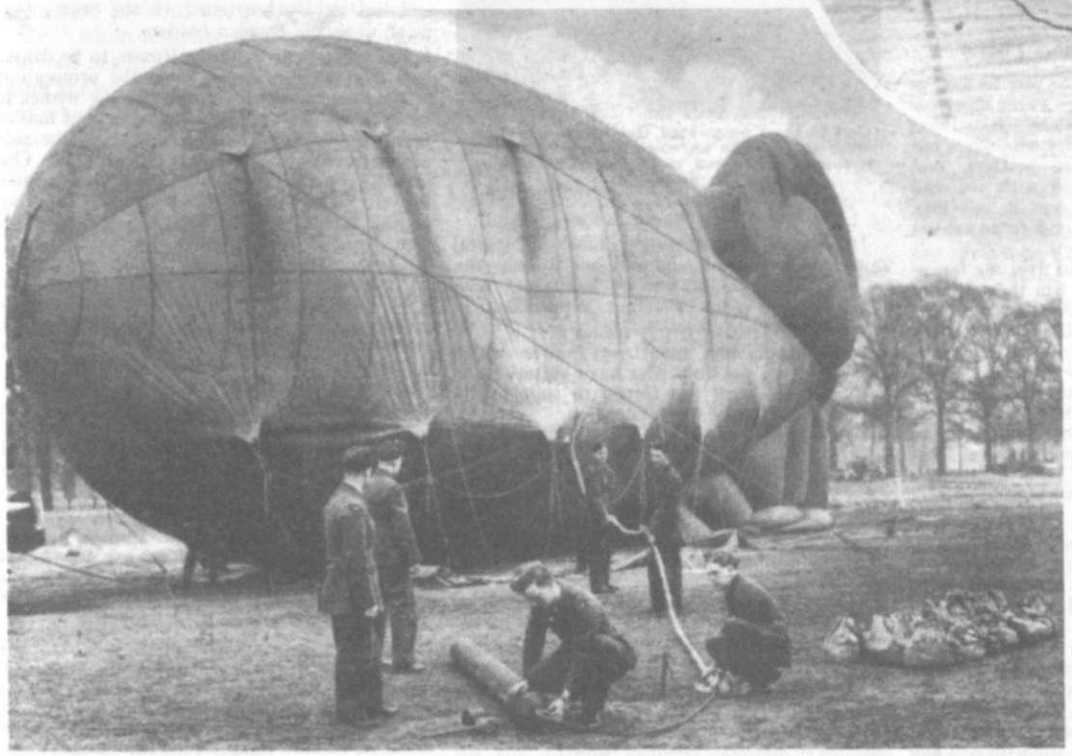
Men of a barrage balloon unit watch the progress of their charge towards the clouds from the lorry which carries a winch worked by the lorry engine. The winch driver (left) in his steel cage is regulating the speed of the balloon's ascent with the throttle pedal.



Looking like an enormous elephant, a balloon in Hyde Park, London, is ready to go up—at a truly surprising speed—at a moment's notice.

So effective has the balloon barrage proved to be as a deterrent that a large number of new balloons are now being commissioned, with a consequent big increase in the demand for men to man the units. This is a work which the older men can often do. The balloons are not intended to bring aeroplanes down themselves, as is often thought, but rather to force enemy 'planes to fly at such a height that accurate bombing would be impossible and also to give anti-aircraft guns a better chance of scoring hits. It is because the bombardment of troop concentrations, docks, and harbour works must be carried out at low altitudes that two crews of the Balloon Barrage were recently sent to France to operate at the ports of disembarkation for men of the B.E.F.

This is what it is like to be inside a balloon (circle). These girls and men are checking over the seams of a balloon in a factory before it is finally passed as ready for its job. Of course, the balloon is not filled with gas; it has been inflated with air.



Photos exclusive to The War Illustrated

Hydrogen gas is used to inflate a barrage balloon, and the gas is brought to the stations in long steel cylinders. The gas pressure must be tested about every forty-eight hours in case of leakages. The men here (left) are filling up a balloon to full pressure.

'WE FOLLOW THIS WAR WHEREVER IT LEADS'

Broadcasting on March 30, as "a member of the Front Bench," Mr. Churchill in a message of sternness and hope foretold the intensification of the war and painted a vivid picture of the dilemma of the neutrals. Relayed to America and received over most of the world, it was accepted as a most important statement of Cabinet policy.

IT seems rather hard, began Mr. Churchill, when spring is caressing the land, and when, after the rigours of winter, our fields and woodlands are reviving, that all our thoughts must be turned and bent upon sterner war.

When I spoke to you six months ago, I said that if we reached the spring without any great event occurring we should, in fact, have gained an important success. I still feel that this additional period of preparation has been an invaluable help to the Allies. Peaceful, parliamentary nations have more difficulties in transforming themselves into vast war-making organisms than dictator States who glorify war and feed their youth on dreams of conquest.

It seems to me that an intensification of the struggle is to be expected, and we are certainly by no means inclined to shrink from it. . . .

We do not minimize our task, but we can now measure it in its enormous magnitude more exactly than we could before we came into contact with our adversary on the sea and in the air.

We do not conceal from ourselves that trials and tribulations lie before us far beyond anything we have so far undergone, and we know that supreme exertions will be required from the British and French nations.

We know all this, but we are entitled to recognize the basic facts.

Our resources and our man-power, once they are fully developed, massively exceed those of the enemy.

The British and French races together amount to 110 millions, against less than seventy millions of Germans. For you cannot count the sixteen millions they are holding down by brute force.

Through our command of the sea, which is becoming continually more complete, the resources of the whole world are to a very large extent open to us and, surveying the whole scene, we may rightly feel a good and sober assurance that if we do our best we shall not fail.

How Long will the War Last?

PEOPLE often ask me, will the war be long or short? It might have been a very short war—perhaps, indeed, there might have been no war—if all the neutral States who share our convictions upon fundamental matters, and openly or secretly sympathize with us, had stood together at one signal and in one line. We did not expect this, and therefore we are not disappointed nor dismayed.

It is, I think, our duty to try, so far as our strength lies, not only to win the war, but to curtail as far as possible its devouring course. Some few weeks ago I spoke about the action of the neutral States who have the misfortune to be Germany's neighbours.

We have the greatest sympathy for these forlorn countries, and we understand their dangers and their point of view; but it would not be right or in the general interest that their weakness should feed the aggressor's strength and fill to overflowing the cup of human woe.

There could be no justice if, in a mortal struggle, the aggressor tramples down every sentiment of humanity, and those who resist him remain entangled in the tatters of violated legal conventions.

HARDLY a day passes without fresh outrages of a barbarous character being inflicted upon the shipping and sailors of all European countries. Their ships are sunk by mine or torpedo, or by bombs from the air, and their crews murdered or left to perish unless we are able to rescue them.

Swedes, Norwegians, Danes and even Italians, and many more I could mention, have been the victims of Hitler's murderous rage. In his frenzy, this wicked man and the criminal regime which he has conceived and erected, increasingly turn their malice upon the weak; the lonely and, above all, the unarmed vessels of countries with which Germany is still supposed to be in friendly relations.

In the British and French convoys there is safety. Only one in every eight hundred neutral ships which have resorted to our protection has been sunk. It is 800 to 1 against a sinking at the present time.

But outside the shelter of the Allied navies merciless, baffled, pent-up spite is wreaked upon all who come within the Nazi clutch.

More than 150 neutral ships have been destroyed and over a thousand neutral seamen have been slaughtered in Hitler's frantic endeavour to terrorize all who seek to trade with the British Isles.

One of the "emaciated Dutchmen," rescued after six days in an open boat by a British submarine, referred to by Mr. Churchill in his broadcast.
Photo, Topical

During the last fortnight fourteen neutral ships have been sunk, and only one British ship. . . . Such a form of warfare has never been practised since the effectual suppression of piracy on the high seas.

And this is the monstrous power which even the very neutrals who have suffered and are suffering most are forced to supply with the means of future aggression.

This is the power before whom, even while they writhe in anger, they are forced to bow, and whose victory they are compelled to aid, even though, as they well know, that victory would mean their own enslavement.

Why, only yesterday, while the sailors from a British submarine were carrying ashore on stretchers eight emaciated Dutchmen whom they had rescued from six days' exposure in an open boat, Dutch aviators, in the name of strict and impartial orthodoxy, were shooting down a British aircraft which had lost its way.

I do not reproach the Dutch, our valiant allies of bygone centuries. My heart goes out to them in their peril and distress, dwelling as they do in the cage with the tiger.

But when we are asked to take, as a matter of course, interpretations of neutrality which give all the advantages to the aggressor and inflict all the disadvantages upon the defenders of freedom, I recall a saying of the late Lord Balfour: "This is a singularly ill-contrived world, but not so ill-contrived as that."

But all these outrages upon the sea, which are so clearly visible, pale before the villainous deeds which are wrought upon the helpless Czechs and Austrians; they sink almost into insignificance before the hideous agony of Poland. What a frightful fate has overtaken Poland! Here was a community of nearly thirty-five millions of people with all the organization of a modern Government and all the traditions of an ancient State, which in a few weeks was dashed out of civilized existence to become an incoherent multitude of tortured and starving men, women and children, ground beneath the heel of two rival forms of withering and blasting tyranny.

If We Left Off Fighting . . .

MR. CHURCHILL then paid a tribute to the fine quality of the Polish sailors working with the British Navy, and went on:

Although the fate of Poland stares everyone in the face, thoughtless dilettanti or purblind worldlings sometimes ask us: What is it that England and France are fighting for? To this I make the answer: **If we left off fighting you would soon find out.**

We shall follow this war wherever it leads us, but we have no wish to broaden the area of conflict. . . .

It is no part of our policy to seek a war with Russia. The Soviet Government, in their onslaught upon the heroic Finns, have exposed to the whole world the ravages which Communism makes upon the fibre of any nation which falls a victim to that deadly mental and moral disease.

This exposure of the Russian army and Russian air force has astonished the world, and has rightly heartened all the States that dwell upon the Russian borders.

But there is no need for Russia to be drawn into this struggle unless upon the promptings of obsolete imperialist ambitions she wishes to do so of her own volition, and unless of malice prepense she throws her weight upon the side of our enemy. Our affair is not with her. Our affair is with Hitler and the Nazi-German Power. There is the head and the forefront of the offending, and it is there, and there alone, that we seek to strike.

ALL'S quiet upon the Western Front, but more than a million German soldiers, including nearly all their active divisions and armoured divisions, are drawn up ready to strike at a few hours' notice all along the frontiers of Luxemburg, Belgium and Holland.

At any moment these neutral countries may be subjected to an avalanche of steel and fire, and the decision rests in the hands of a haunted, morbid being who, to their eternal shame, the German peoples in their bewilderment have worshipped as a god.

That is the situation of Europe tonight, and can anyone wonder that we are determined to bring such a hideous state of alarm and menace to an end as soon as may be, and once and for all?

Few there are tonight who, looking back on these last seven months, would doubt that the British and French peoples were right to draw the sword of justice and of retribution. Fewer still there are who would wish to sheathe it till its sombre righteous work is done

How the Neutrals Are Impeding Victory

While all are agreed that the position of the neutral countries, particularly those who are Germany's neighbours, is both difficult and dangerous, there will be many who will agree with Mr. E. Royston Pike's distinctly critical estimate of their conduct given below.

IT can hardly be that the neutrals, some or any of them, are hoping that Germany will win. Yet it is certain that by their actions—or lack of action—the neutrals, some or all of them, are postponing the date of the Allies' victory.

Hardly a day goes by but there are published in the newspapers accounts of terrible things which have happened to Danish seamen, Norwegians and Swedes, at the hands of the Nazis. Ship after ship of the peace-loving Scandinavian countries has been sent to the bottom and the death roll of seamen is long and grows ever longer.

Yet while the Norwegian cargo vessels and fishing boats are being mined and torpedoed, bombed and machine-gunned from the air, Norwegian territorial waters provide a safe passage for ships bringing iron-ore to Germany, there to be converted into more bombs and shells and mines which, as likely as not, will murder more inoffensive Scandinavians or Hollanders.

When the ice has broken in the Gulf of Bothnia other ships—Swedish this time—will engage in the same traffic. Nor can the Danes be exempted from the charge of helping Germany, for across Denmark's frontier proceed now, as in peacetime, large quantities of those food supplies which Germany so urgently needs.

Then there is Holland—Holland, one of whose principal newspapers, when commenting the other day on the machine-gunning by a German bomber of the Dutch trawler "Protinus," referred to "these miserable cowards who bomb and murder our innocent defenceless fishermen, men picking no quarrel with anybody," while another of the Amsterdam journals asked, "What is it the Germans think they will gain by this terror?" Why and what indeed, when, as the newspaper goes on to say, "the Germans themselves are profiting by this neutral seafaring traffic"; and on the same day that the Dutch protest appeared, statements were published in the British press to the effect that firms in Holland are acting as middlemen for the diversion to Germany of imports of copper, tin, oil and diamonds for industrial use?

Is America Helping Germany?

AGAIN, all these countries, and many more, are implicated in the matter of American imports to Germany.

What can we make of the fact that in the first five months of the war Norway's purchases in the United States increased by over £3,000,000—three times what they were a year ago—Sweden's by £5,000,000, Holland's by £4,250,000, and Switzerland's by £2,000,000? Some of this traffic is undoubtedly legitimate, but the increase is far too large to be explained in terms of normal trade.

Moreover, it is ominously significant that prominent among the purchases are cotton, petrol, iron, steel, and copper—materials which are useful enough in peacetime, but are absolutely essential to a country engaged in modern war.

WHAT can we make of these enormous increases in American exports to the countries on Germany's western fringe but that these countries are putting their interests as international traders before their political future?

For if there is one thing certain in this all too uncertain world, it is that if Germany won, the independence of the neutral countries would not be worth a moment's purchase.

Already within the last two years Hitler has wiped from the map of Europe three independent states, and it would not be difficult to point to those countries which are next on the list for the application of the Fuehrer's eraser.

Italy, too, has made heavy purchases in the United States since the beginning of the war—purchases far in excess of normal—but then Italy, if not an ally, does not count herself a neutral. There is not the slightest doubt, however, that the countries of south-east Europe are all funnels through which are poured vast quantities of materials utilized by Germany in her tremendous war effort. At the moment of writing 50,000 tons of bauxite are stated to be ready for transport from Dalmatia to Germany—and Dalmatia is in Yugoslavia, and Yugoslavia is a neutral country.

The Neutrals as Middlemen

IF further figures be desired, then during the last four months of 1939 exports from the U.S.A. to thirteen neutral countries of Europe capable of acting as middlemen between the U.S.A. and Germany—Italy, Russia, Sweden, Norway, Denmark, Yugoslavia, Bulgaria, Greece, Rumania, Belgium, Holland, Hungary and Switzerland—amounted to £52,000,000, whereas in the corresponding period of 1938 they were but £35,000,000. On the other hand, Britain and France during those same four months of war spent £67,000,000 on American goods compared with £60,500,000 in the last four months of 1938.

Thus, while American sales to Germany's neighbours increased in the first four months of the war by £17,000,000, American sales to the Allies increased by a mere £6,500,000.

Then, according to a writer in the "New York World Telegram" early in April, American exports to the eight neutral countries next door to Germany since the outbreak of war have surpassed the loss of exports to Germany. "Department of Commerce figures reveal that this country has lost £7,500,000 in sales to the Reich since September 1, 1939. A check on the export figures to eight neutrals made by the World Telegram discloses that our shipments to these countries have jumped from £40,300,000 for the five months September 1 to January 31, 1938–1939, to £57,425,000 for the same five months 1939–1940. This gain of £17,125,000 more than offsets our loss in sales to Germany."

NOW we come to Russia, that Russia whose action, as Mr. Churchill said not long ago, is "a riddle wrapped in mystery inside an enigma." But there is not much of a mystery about the ultimate destiny of those huge quantities of copper, wheat, petrol, rubber and tin which since the beginning of the war have been taken across the Pacific from American ports to Vladivostok, Soviet Russia's Far-Eastern gateway. Those actual bales and bars and barrels may not reach Germany, but their arrival in Asiatic Russia permits the release of equivalent amounts for Germany's use. Before the war America's sales to Russia averaged, we are told, less than £1,000,000 a month, but since the war they have averaged more than £2,000,000 a month. Moreover, Mexican imports from the United States have shown a large increase, and from the fact that many Russian freighters have been seen in Mexican Pacific ports we may well suppose that much of this increase has gone to Soviet Russia and so on to Germany.

All this has been going on while Germany has been slaughtering the Poles and Russia has been trying to do the same with the Finns—and incidentally while the Japanese have been engaged in a most bloody war in China.

Boom Days for Mammon

AND despite the Neutrality Act American big and little business has been supplying the guns and ammunition and war stores of a hundred and one kinds without which the struggle either in the snows of Finland or on the plains of China would have been of but short duration.

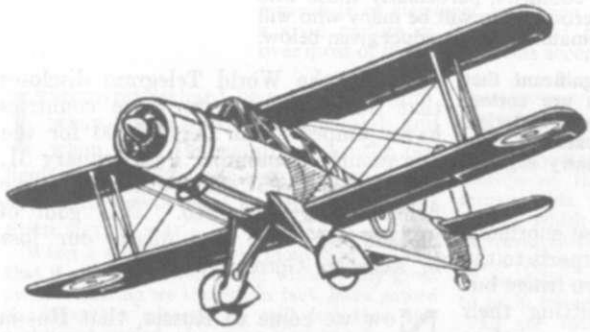
Then, to complete our picture of America in wartime, let us not forget those newspapers and individuals who have raised their voices in the most bitter and tearful condemnation of the Allies' dalliance in going to the aid of Europe's martyred democracies.

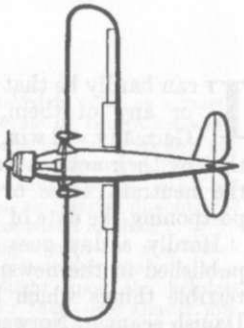
But that, perhaps, is by the way. What is most to the point is that America and the other principal neutral countries of the world have not yet realized that by their actions they are impeding the victory of the Allies.

They act, at least sometimes and in some measure, as if they did not care very much who won the war. It should not require either President Roosevelt or Mr. Chamberlain, Mr. Churchill or M. Reynaud, to explain to them that there they are deceived.

How to Recognize British Aeroplanes in Flight—3

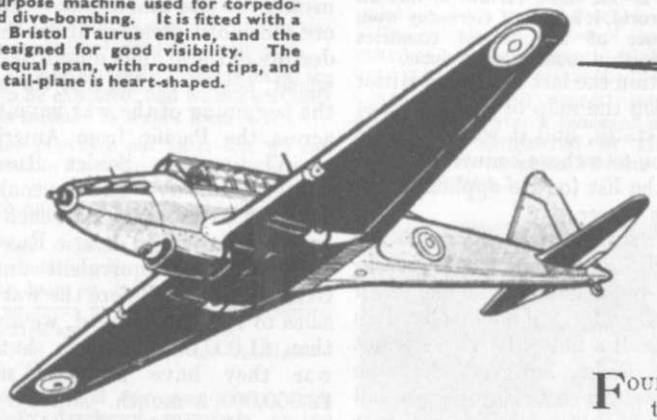
In pages 148 and 250, Vol. 2, are illustrated two series of British aeroplanes in service with the R.A.F. In this third set the main drawings are again all relative in size and to the same scale as those published earlier, with the exception of the Short Sunderland Flying Boat which is to a smaller scale.

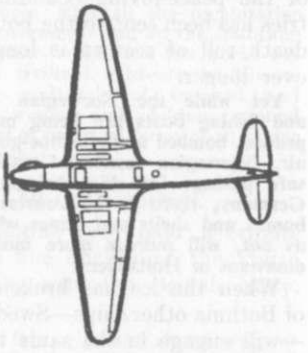




FAIREY ALBACORE BIPLANE

The Fairey Albacore general fleet duty biplane is a multi-purpose machine used for torpedo-dropping and dive-bombing. It is fitted with a sleeve-valve Bristol Taurus engine, and the cockpit is designed for good visibility. The wings are of equal span, with rounded tips, and the tail-plane is heart-shaped.

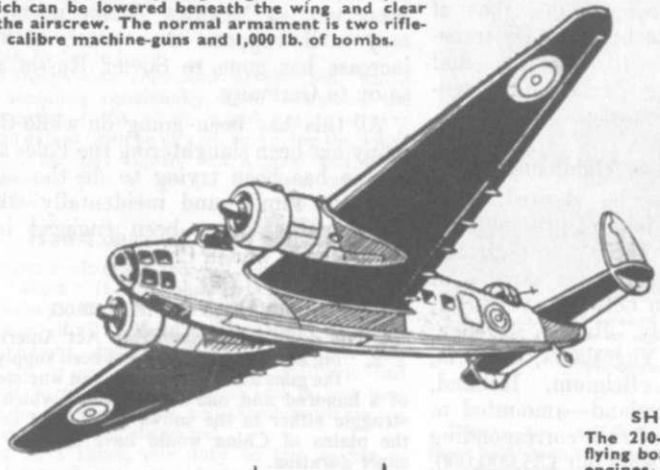




These drawings are taken by permission from the complete Identification Chart of 19 machines published by "Flight" Publishing Co., Ltd., Dorset House, Stamford Street, London, S.E.

FAIREY BATTLE BOMBER

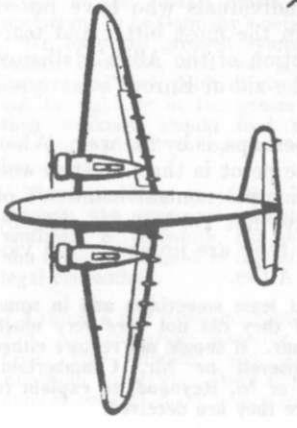
The single-engined multi-purpose Fairey Battle is specially fitted for dive-bombing. The bombs are stowed inside the tapering wings on hydraulic jacks which can be lowered beneath the wing and clear of the airscrew. The normal armament is two rifle-calibre machine-guns and 1,000 lb. of bombs.



FOUR very different types of R.A.F. craft are presented in this page of identification drawings. The Fairey Battle is a multi-purpose dive bomber, and the Lockheed Hudson an American bomber. The Albacore is a multi-purpose machine in service with the Fleet Air Arm, and has a strongly built undercarriage suitable for deck landings on aircraft carriers. It is sometimes necessary to use an arrester tackle of steel cables in order to land on a small deck area, and robust design is essential to take the strain. The four-engine Short Sunderland flying boat, which is performing such magnificent service on Atlantic patrol and convoy duty, is illustrated below (on smaller scale). The design and equipment of this machine make it truly one of the wonders of the R.A.F. It carries a crew of seven, including two pilots, a navigator, wireless operator and engineer. The lower deck houses mooring tackle, lavatory, wardroom, galley and crew's quarters. A stairway and a ladder give access to the upper or navigating deck.

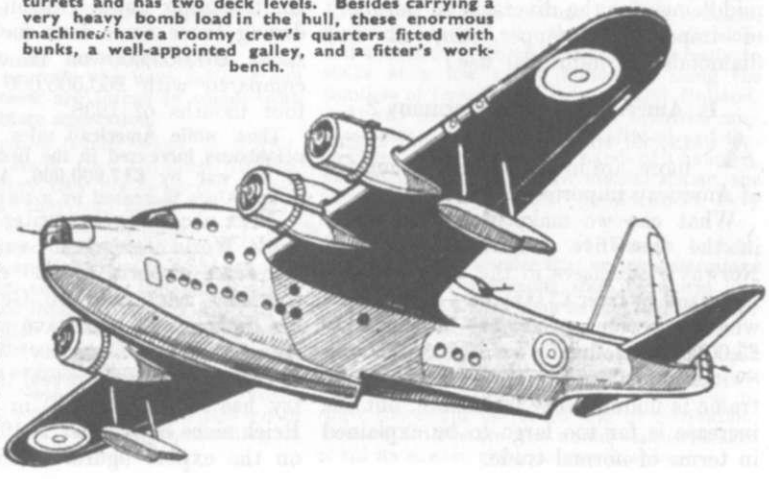
SHORT SUNDERLAND FLYING BOAT

The 210-m.p.h. Short Sunderland over-water patrol flying boat (below) is fitted with four Bristol Pegasus engines, seven machine-guns, two power-driven gun turrets and has two deck levels. Besides carrying a very heavy bomb load in the hull, these enormous machines have a roomy crew's quarters fitted with bunks, a well-appointed galley, and a fitter's work-bench.

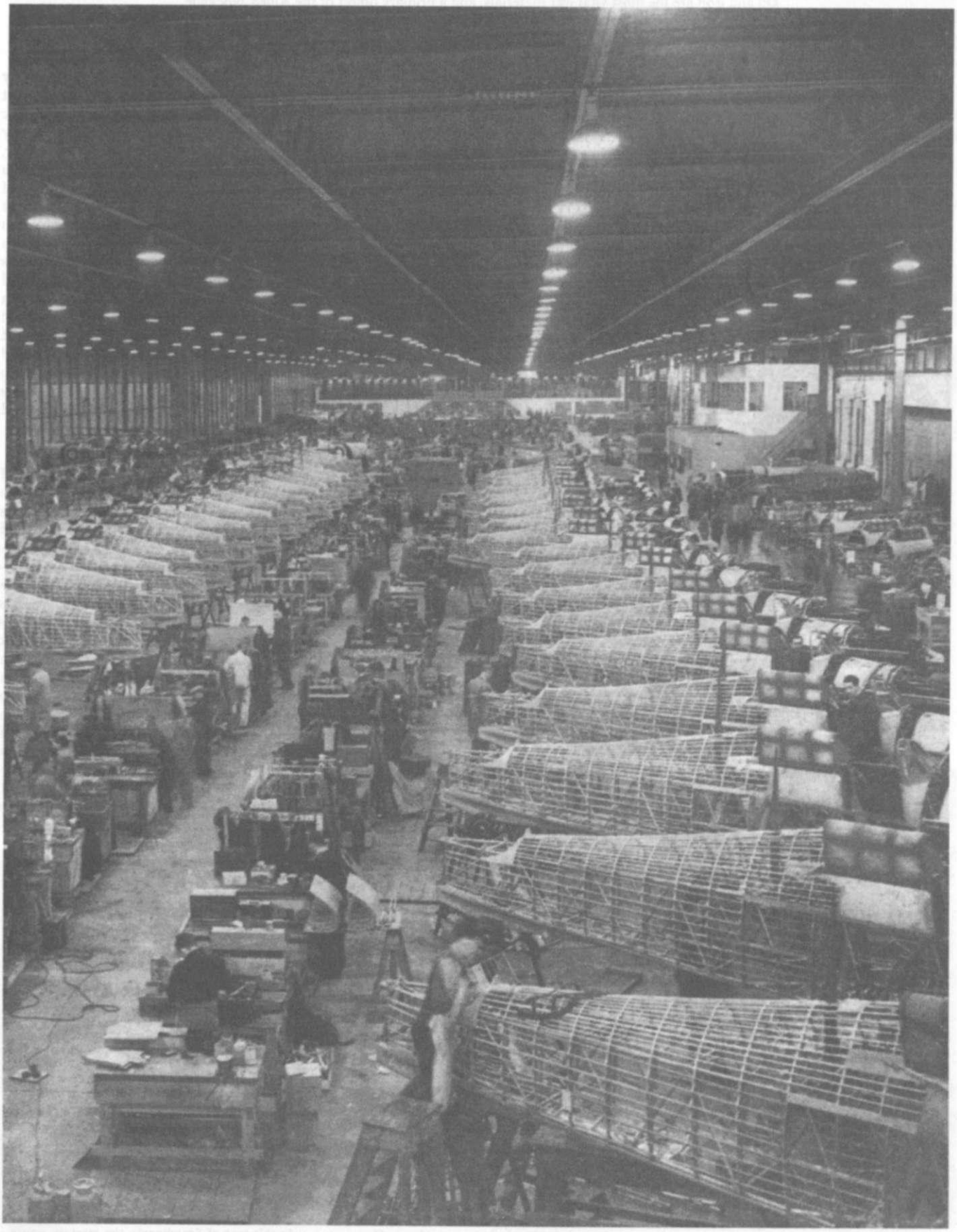


LOCKHEED HUDSON BOMBER

The twin-engined Lockheed Hudson bombing and reconnaissance machine (above) carries a crew of four and is armed with machine-guns and bombs. The tail plane is fitted with twin fins and rudders, giving the rear gun-turret a wide field of fire. The wings and tail plane are sharply tapered, and the guides of the flaps extend beyond the trailing edge of the wings. The short, deep fuselage is finely streamlined and the undercarriage retracts into the long engine nacelles.



And Still They Come: Hurricanes in the Making



In the shops of a West of England factory 335-m.p.h. Hawker Hurricane I single-seater fighters are being produced in great numbers. Some idea of the scale of production of these magnificent machines can be obtained from this view of the assembly bay of the factory where scores of Hurricanes are taking shape. It is in this bay that the completed 990-h.p. liquid-cooled Rolls-Royce Merlin III power unit, cockpit unit and fuselage skeleton are first brought together.

Photo, Sport & General

Germany's Ore Supplies Are No Longer Certain

Oil and iron are the most vital war materials, and a primary object of the Allied blockade is to cut off Germany from her sources of supply. Oil has been the subject of several articles in earlier pages; the chapter that follows is devoted to the question of Germany's receipts of Swedish iron-ore.

"On the evening of Thursday, March 21, one of his Majesty's submarines intercepted the German ship 'Heddernheim,' 4,947 tons, eight miles from land off the coast of Denmark. She has reported that the crew are safe and that she has sunk the ship."

The important fact about this announcement is not that the "Heddernheim" was the first German steamer reported to have been torpedoed by a British submarine during the present war. Much more important—more important even than the fact subsequently made known that the submarine involved was the little baby "Ursula" which sank a German cruiser in Heligoland bay on December 14—was the fact that the sinking of the "Heddernheim" meant that the British Navy was taking steps to cut off Germany's supplies of Swedish iron-ore, for the ship was en route from Narvik to a German port with a cargo of that vital raw material.

When the ore ships from Narvik reach southern Norway some (as shown above) follow the Norwegian-Swedish coast into the Baltic, while others—at least up to the sinking of the "Heddernheim" on March 21—cut across the Skagerrak and along the coast of Denmark.

Within the next day or two several other German ships were sunk at the entrance to the Baltic, and following reports that strong British naval forces, comprising destroyers as well as submarines, were stationed in the Skagerrak, Berlin ordered all her ships on the iron-ore route to run for port immediately.

In the year before the war Germany imported 22,000,000 tons of iron-ore, of which 9,000,000 tons came from Sweden—7,000,000 from Kiruna and Gällivare, in Lapland, and 2,000,000 from the iron-fields in Central Sweden north-west of Stockholm; nearly 3,000,000 tons from Norway and Luxemburg, sources of supply which are still potentially open; and 10,000,000 tons from Lorraine, North Africa and Spain, all of which are now closed to her. Germany herself produces about 10,000,000 tons of iron-ore, but it is of low-grade quality and must be mixed with such high-grade ore as now she can obtain only from Sweden before it can be converted into steel. Moreover, its smelting requires a very much larger consumption of coal. The Reich's dependence upon the Swedish ore supply is, then, manifest.

There are two ways by which the ore is transported to Germany, viz. the western, from Narvik on the coast of Norway, and the eastern from Lulea on the Gulf of Bothnia, and Gavle and Oxelosund in the Stockholm region. Lulea is ice-free from May to November, and Oxelosund from March to January, but Narvik is open all the year round. Normally the German supplies are shipped about equally by the two routes, though since the war began most of the German supplies have probably come by way of Narvik owing to the freezing of the Gulf.

Through Norwegian Waters

The ore has been carried in specially constructed vessels of 12,000 or 14,000 tons, and until about the time of the "Altmark" incident these followed the Norwegian coast just outside territorial waters—not because of any squeamishness in using those waters, but owing to the difficulty of navigating vessels of this size so close to a rocky and often tempestuous shore. The route followed has been along the coast of Norway to the little country's southernmost point. There some of the ships have turned to follow the south-eastern coast of Norway, and then that of Sweden through the Kattegat, and so to the North German Baltic ports. Other ships, however, of the ore fleet—one of them was the ill-fated "Heddernheim"—have been in the habit of making a dash across the Skagerrak to the west coast of Denmark and then proceeding through Danish territorial waters, or very near them, past Sylt to Hamburg or Bremen. This route has been preferred because from these two ports a splendid system of inland waterways enables the heavy cargo to be conveyed direct to the Rhineland and the Ruhr, whereas if the mineral is landed in northern Germany it has to be carried by an already over-burdened railway system.

Failing a successful demonstration by the Nazi fleets of ships or 'planes, it would seem that the route from Narvik may soon be written off so far as Germany is concerned. Lulea remains, however, and the route from Lulea to Stettin would seem to be outside the zone of operations of the British fleet. But it is estimated that during the months in which the Gulf of Bothnia is open Lulea could despatch only some 4,500,000 tons of ore, and the Baltic ports of Oxelosund and Gavle about 3,500,000 tons, which would represent less than half of Germany's total pre-war imports of iron-ore. In fact, if Lulea were developed to its maximum capacity it could not ship even the amount of ore which was handled before the war by Lulea and Narvik combined.

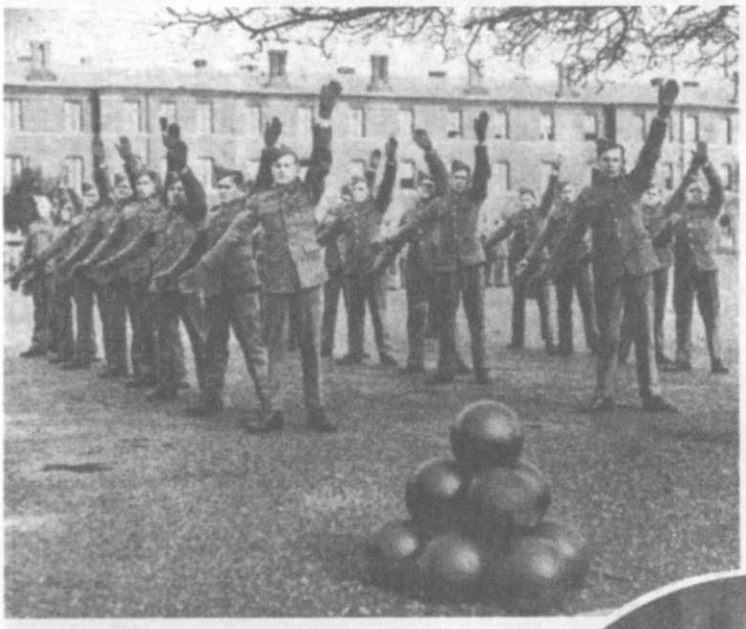
Keeping Watch on Narvik

As the Allied watch off the coast of Norway becomes more vigilant, more daring and, it may be added, less trammelled by what Mr. Churchill called "the tatters of violated legal conventions," Germany's supplies of iron-ore must become precarious in the extreme. Possibly small draught vessels which could keep within territorial waters from Narvik to the far side of Denmark might manage to dodge the British destroyers and submarines, but even in summer their navigation would be no easy task, and large numbers of them would be required to take the place of the larger vessels which have been employed heretofore.

Thus it is not too much to say that the sinking of the "Heddernheim" in the Skagerrak may well mark a turning-point in the history of the war.

In this map of Scandinavia the western route followed by the ships bringing Swedish iron-ore to Germany is shown dotted; the eastern route, followed in the summer months, starts from Lulea and runs down the Gulf of Bothnia.

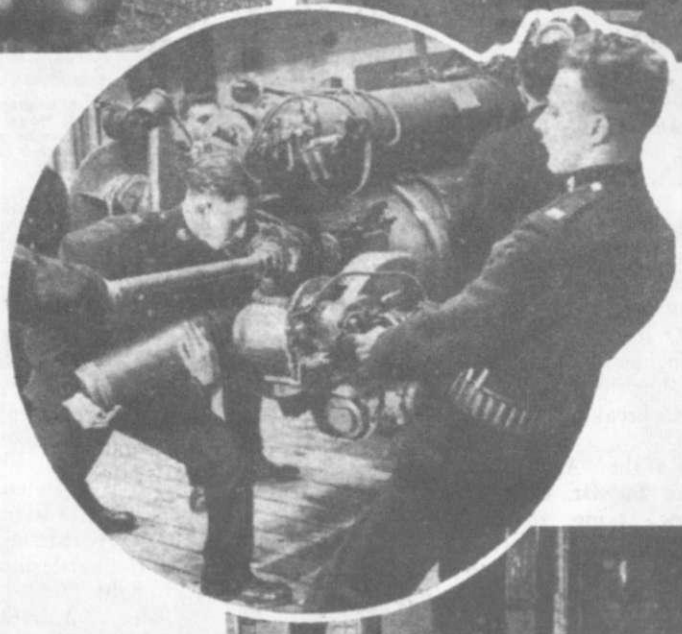
They Are Learning to be Soldiers and Sailors Too



At a shore establishment of the Royal Marines recruits are being instructed in semaphore signalling. The letters are indicated by the angle of the arms to the body.

Preliminary instruction in rowing and the handling of ship's boats is given on land. As there is no resistance to the oars, every movement must be executed perfectly or innumerable "crabs" would be caught.

THE Royal Marines were formerly two separate units, the Royal Marine Artillery and the Royal Marine Light Infantry, but in 1922 the two branches were amalgamated. The Royal Marines man about one-third of the guns of the fleet, and besides providing landing parties they serve as buglers, sentries, bandsmen officers, and wardroom servants. When King George V inspected the Royal Marine Depot at Deal in March 1918 his Majesty conferred on the senior squad of recruits the honour of being known as the "King's Squad," while the best all-round recruit in the squad was to be known as the "King's Badgeman" and wear the Royal Badge.



On board a ship in action the Royal Marines are among the gun crews. Here, left, at a land establishment, recruits are being taught to handle a 6-in. gun. Actual firing practice can only be carried out at sea.

The Royal Marines pride themselves on their smartness in marching and drill, and the young recruits soon attain a high degree of proficiency. Left, after only a short period of training, recruits are marching at attention with a precision worthy of the Guards. Right, after the day's strenuous work, recruits are in the reading and writing room of the depot. The rank badges of the Royal Marines are shown in Vol. I, p. 282.

Photos, Central Press and Planet News

NOW IT CAN BE TOLD: ARK ROYAL & GRAF SPEE

As a previous page under this heading indicated (Vol. 1, p. 511), this section is reserved for stories of historic incidents of which new and fuller details become available at later dates. Here are important additions to the records of the "Ark Royal" and of the scuttling of the "Admiral Graf Spee."

At the moment when new sidelights on the "Great German Victory of the River Plate," as Dr. Goebbels tried to call the scuttling of the "Graf Spee," were being flashed round the world, Britain effectively gave the lie to another of the Nazi Propaganda Minister's inventions. The aircraft-carrier "Ark Royal," which took a leading part in the hunt for the "Graf Spee" and which the Nazi radio has "sunk" regularly for months, returned to her home port unscathed after her aircraft had reconnoitred 5,000,000 square miles of ocean.

Now that the "Ark Royal" is home again the whole story of why the Germans thought the aircraft-carrier had been sunk and actually decorated the aeroplane pilot, Lieutenant Adolf Francke, with two Iron Crosses for the "sinking," can be explained.

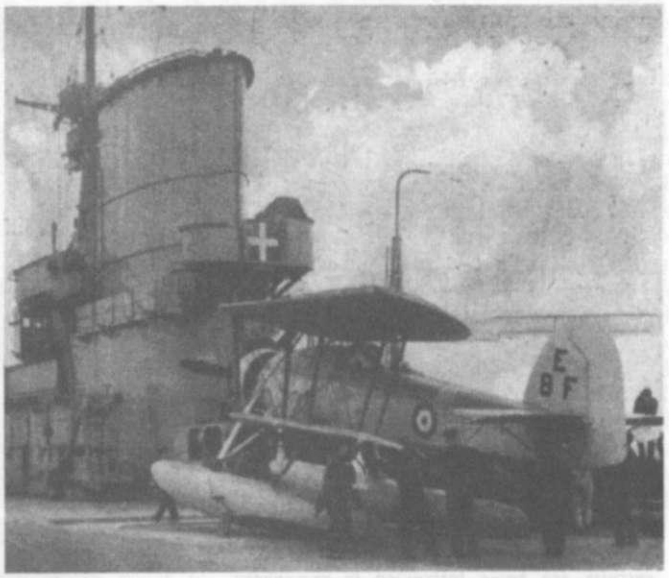
While the "Ark Royal" was in the North Sea early in the war she was attacked by three Dornier flying boats. One was shot down and the others fled, but very soon after some Heinkel bombers appeared.

The Nazis were given a warm reception by the "Ark Royal," and then suddenly Lieut. Francke made a power-dive on the ship. He started from 4,000 feet and pulled out at about 1,000 feet, letting go a 1,000-lb. bomb. The bomb fell 15 feet from the ship's bow, but the only damage that was done was to break a few pieces of the ship's crockery.

Although the crew of the "Ark Royal" have great contempt for Dr. Goebbels' and Lord Haw-Haw's lying, they are sorry for Lieut. Francke. They say he must be "the sickest man in the German air force."

During her cruise of many thousands of miles the "Ark Royal" was attacked by a U-boat and two torpedoes passed only 100 yards from her stern. Besides playing a leading part in the hunt for the "Admiral Graf Spee," she was directly responsible for the capture of the valuable German merchant ship "Uhenfels" and the scuttling of two other German ships, the "Watussi" and the "Adolf Woermann."

But now she is home again, and the news of her arrival has been broadcast to the world, the "Ark Royal's" crew have lost one of their favourite amusements. Every night they used to listen to Lord Haw-Haw "sinking" them, and when he asked, "Where is the 'Ark Royal'?" they with delighted grins shouted in chorus, "Here!"



Much to the embarrassment of Dr. Goebbels, the £3,000,000 aircraft-carrier "Ark Royal" is home, unharmed, after being unsuccessfully attacked by bombs and torpedoes. Here is one of her "children," a "Swordfish" seaplane on the hangar lift ready to go down.
Photo, G.P.U

'Graf Spee's' Boys Had Had Enough of War

The reason why the £4,000,000 German pocket-battleship "Admiral Graf Spee" ended her piratical career in the South Atlantic with an ignominious scuttling in the mouth of the Plate River is revealed in an Admiralty report issued on March 27. The crew of the battleship, says the report, refused to fight.

The "Admiral Graf Spee" had been repairing at top speed from the morning of Thursday, December 14, onwards, says the report. On Saturday, December 16, it was thought that repairs would be completed some time on Saturday night or early on Sunday morning.

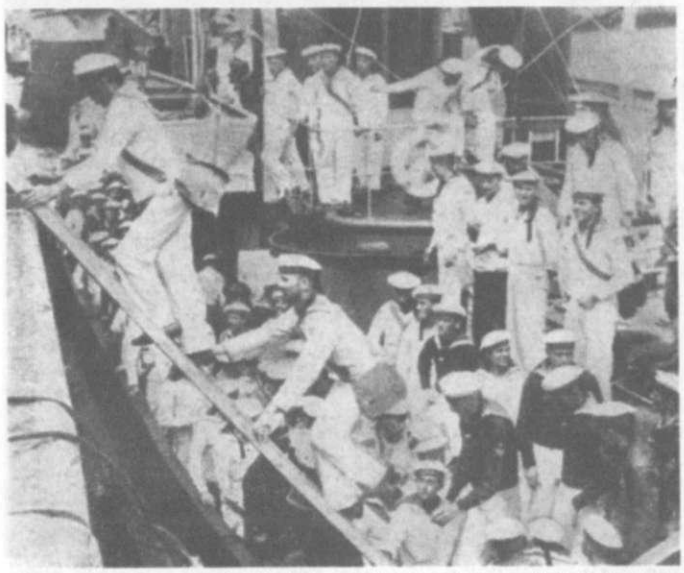
The Uruguayan officials were so confident that the "Graf Spee" would make a break some time during that night that they prohibited all Allied ships from leaving the port.

But during the afternoon of the Saturday, while the repairs were going ahead at full speed, a factor arose which the German command had not taken into account. The crew of the battleship refused to take their ship to sea.

Between 3 p.m. and 7.30 p.m. the crew were mustered on deck at least eight times and harangued by one officer after another. Then a final appeal was made to the men by Captain Langsdorff himself, but still the men refused to return to duty. During the musters on deck the crew broke ranks, shouted and behaved in a manner bordering on the mutinous.

On the Saturday (December 16) bargeloads of provisions had been embarked by the "Graf Spee," but soon after Captain Langsdorff's return to his ship the orders were reversed and the stores transferred, along with lifebelts and other gear, to the German merchant ship "Tacoma." From noon onwards about 900 of the "Graf Spee's" officers and men were also transferred to the "Tacoma," but no one guessed the significance of the action.

Previously the officers protested against the scuttling order, and called for volunteers from the crew to go out and fight. Only 60 stepped forward; the rest stood sullen. The crew of boys had had enough of war.



Some of the "boys who had had enough of war," the crew of the "Admiral Graf Spee," disembarking from the tender of the German merchant ship "Tacoma" at Buenos Aires to be interned for the duration of the war.
Photo, Keystone

They Were Victims of the 'Monstrous Power'

"Only yesterday," said Mr. Churchill, on March 30, "sailors from a British submarine carried ashore on stretchers eight emaciated Dutchmen they had rescued from six days' exposure in an open boat." These Dutchmen, victims of the "monstrous power" Mr. Churchill spoke of, were survivors from the trawler "Protinus," and here we give their story by arrangement with the "Daily Mail."

THE unarmed Dutch trawler "Protinus," with a crew of 12, left Ymuiden on March 16 for its regular fishing-ground in the North Sea. On March 20 the trawler was bombed, machine-gunned and sunk by German bombers, and the crew took to the boats. On Easter Monday (March 25) they were rescued by the British submarine "Unity" and conveyed to a Scottish hospital.

Second Engineer Glaszemaker said:

"About 5.30 p.m. on Wednesday, March 20, we heard an aeroplane overhead and went on deck to see its nationality. Usually when we sight British or French machines we wave and the pilots invariably wave back to us.

"Instead of seeing the pilot wave in return we were greeted by a shower of bombs. The first lot missed us, but as the German flew overhead a second time two bombs struck the bridge, killing Captain Wikker and the mate, S. Buis, instantly. Some of the others were wounded.

"We rushed to get our lifeboat launched, but the German pilot showed us no mercy. As we struggled to get the boat away he returned and machine-gunned us. We were helpless, but happily no one was hit by the bullets. We got the boat away and the German made off. We discovered later that we had neither food nor water, and for six days we suffered terribly.

"Two of our comrades, G. Piers, a stoker, and A. Worting, coal trimmer, who had been wounded, died. We buried them at sea on Easter Monday.

One of the crew of the Dutch fishing boat "Protinus," rescued in the North Sea by a British submarine, being carried ashore at a Scottish port.

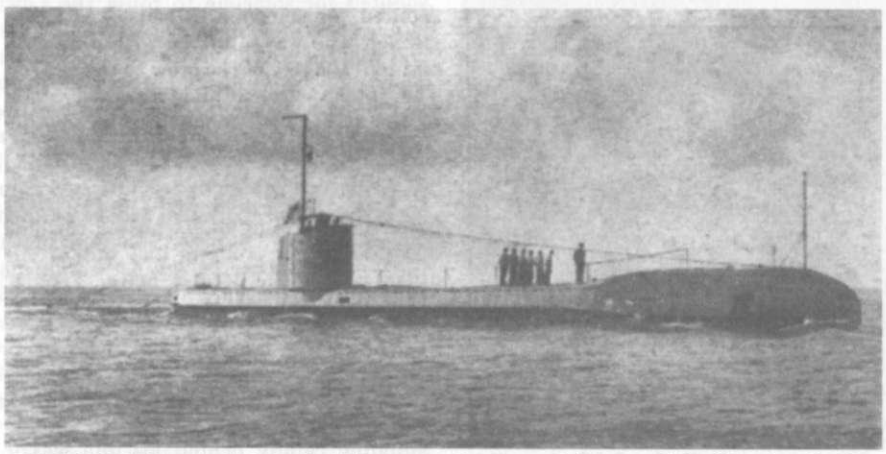
"Our ceremony was simple. We all knelt and prayed and afterwards we let the remains of our comrades drop slowly into the sea.

"We were so exhausted that we scarce had strength enough to lift the bodies over the boat's gunwale.

"Later that same day the British submarine 'Unity' reached us and took us on board."

"Everyone in the submarine was marvellous," was the tribute paid by Aril Pleig, another survivor.

"For hours at a time as they worked they sang to us, and their cheerfulness helped us to forget the misery and hunger of the six days we drifted in the open boat. We have never been so hospitably treated before, and we are deeply grateful."



This is H.M. Submarine "Unity," which went to the rescue of the men of the "Protinus." She is a sister ship of the famous "baby" submarine "Ursula," which sank a German cruiser of the "Koenigsberg" class on December 14, and the German iron-ore ship "Heddernheim" off Norway on March 21.

Photos, Topical and Wright & Logan

I WAS THERE!

We Had a Running Fight With a Dornier

During a patrol of the North Sea on March 28 a British Hudson reconnaissance machine engaged in a half-hour running fight with two Dorniers. It crippled one of the enemy 'planes so badly that it is unlikely to have reached its base. Here is the story of the crew of the Hudson as told to W. J. Cumming, "News Chronicle" special correspondent.

THE Hudson, which is the R.A.F. version of the American Lockheed reconnaissance bomber, limped back to its aerodrome in East Scotland with 20 bullet holes and oil pouring from its port engine, which was out of commission. In spite of this the pilot landed the machine safely. The crew were uninjured.

All just over 20, they are a flying officer, a sergeant pilot from South Shields, a wireless operator from Plymouth, and an air-gunner from London.

The pilot said, "We left the aerodrome about noon on a normal patrol. About 160 miles over the North Sea I spotted two 'planes and turned to the navigator and told him, 'I think these are Germans.'

"We speeded after the 'planes. They saw us and tried to get away, but we followed. I climbed into the sun and attacked one of the 'planes, leaving the other to clear off.

"We kept on the enemy's tail for a considerable time. He dodged this way and that, but I climbed into the sun and managed to swoop down on him without his seeing us.

"I saw the rear gunner, a fair-haired man, in the German 'plane, slump over his cockpit. I judged that he was shot."

The gunner who occupied the power turret at the rear of the British 'plane then took up the story.

"We overshot the German several times," he said, "and I could fire right into the heart of the machine. At times I could almost have touched it. I could even see the bullet holes with which it was riddled. The German did his utmost to escape, but my pilot swooped up and down and clung to him like a terrier.

"Sometimes we were only about 50 ft. above the sea during the fight. We made six attacks on the German before we were hit ourselves. The bullets from the German seemed to shower around me, but I did not know there was any serious damage until the port motor cracked up. A bullet from the Dornier's cannon struck the oil pressure tank and the motor suddenly went dead.

"The last I saw of the German he was gliding down towards the sea, and if he managed to get home he was lucky."

After the fight the British wireless operator had to radio for directions to bring the 'plane back to the aerodrome. He said: "All I could do was to sit by my apparatus and wait for the outcome. When the port engine gave out I wired for directions and we landed at the aerodrome practically blind."

Standing outside their huge Lockheed Hudson bomber are the crew after they had routed two Nazi Dorniers. These men are, from left to right, the air-gunner, a leading aircraftman, a sergeant pilot and a flying officer, and the full story of their daring exploit is told in this page.

Our Boy-Gunner Hit the Heinkel

When the motor-ship "Rosedene" was attacked by a Heinkel on March 6, Charles Golding of Rotherhithe, the 19-year-old Lewis gunner, was in bed with influenza. He came on deck and succeeded in driving off the enemy 'plane. The story of his gallant action is published here by arrangement with the "Manchester Guardian."

CAPTAIN J. ARMSTRONG, of the "Rosedene," said that the 'plane power-dived and dropped the first bomb within eight yards of the vessel. "I was in the wheelhouse and immediately grabbed my rifle and began taking shots at the 'plane as it turned to dive again, but I do not think I hit her," he said. "I shouted for someone to rouse the Lewis gunner, who was ill in bed with influenza, and told the rest of the crew to take cover. The plane circled and returned again to the attack, her machine-guns sending streams of bullets which spattered the deck.

Nineteen-year-old Charles Golding was ill in his bunk when a Nazi Heinkel attacked his ship. But he manned the Lewis gun and drove off the enemy. *Photo, "News Chronicle"*

"I felt a stinging pain in my right leg as a ricocheting bullet passed through one side of my trousers and out of the other. Then the second mate, Thomas H. Wilson, was similarly hit by another bullet.

"When the 'plane dived the second time it was met with a steady burst of fire from our Lewis gun, and I was amazed to see the nineteen-year-old gunner standing calmly behind his gun wearing only his underclothes. It was bitterly cold and bullets were striking all parts

of the ship, but he did not seem to heed them. He was a very plucky boy. I could see the tracers hitting the Nazi and expected it to retire from the fight sooner than it did. The 'plane dropped twelve bombs altogether, but its aim was bad."

Golding himself merely said: "I was pretty groggy, but when I heard the skipper's rifle going I knew I was wanted on deck.

"I gave the Heinkel all I could. All I was anxious about was to scare him off so that I could get back to bed."

Our Men Rescued the Crew of the 'Arucas'

When the German merchantman "Arucas" was scuttled in northern waters at the beginning of March, British seamen jumped into the icy sea to rescue some of the German crew. Here we give, by arrangement with the "Daily Telegraph," the story of an eye-witness in the warship.

THE "Arucas," with a valuable cargo of mercury, was the last of six German vessels to leave Vigo in an attempt to run the British blockade. At the approach of a British warship, she was scuttled. An eye-witness in the warship said:

"We sighted the 'Arucas' shortly after 9 a.m. A gale was blowing and heavy seas were breaking over our bows. With her seacocks opened the 'Arucas' was already low in the water, her crew being huddled in groups on her deck.

"As we came withing hailing distance two boats were lowered from the 'Arucas.' One capsized almost as it touched the water, throwing its occupants into the sea.

"Heavy seas made it impossible to launch a rescue boat. Instead, we threw out lifelines and a number of Germans were pulled on board by this means. In the short time it took to do this their clothing froze to their bodies.

"Meanwhile the other boatload of Germans manoeuvred to within a short distance of us, but was ordered to lay off to avoid her being battered against the side of our vessel. From this order the Germans apparently assumed that they were not to be rescued.

"The weather became worse, and with our ship rolling heavily the work of rescue was more difficult. There were still Germans in the sea, and some of our men dived overboard to secure lifelines to apparently lifeless bodies.

"The boatload of Germans was eventually brought safely against the protected side of the ship and the men were taken aboard. They were blue with cold and were rushed below, where they were given hot drinks and warm blankets.

"A number of men still remained in the 'Arucas,' including her captain. The vessel was listing heavily, which prevented the launching of another boat. Her stern was well down and water almost covered her cargo hatches.

"Not until then did the remainder of her crew begin to abandon ship. At intervals they jumped overboard, with lifebelts, planks, ladders and anything that would float.

"Three survivors drifted alongside tied together by lifebelts. They were alive, but numbed and helpless. One of our petty officers leaped overboard. A lifeline was secured to the drowning men and, with the petty officer, they were drawn to safety.

"The chief engineer of the 'Arucas,' after reaching the side of our ship, was caught by a heavy sea and swept away again. As the ship was worked toward him his body rolled over and over in the water. Another wave sent the body crashing against the side, and a midshipman secured him with a line.

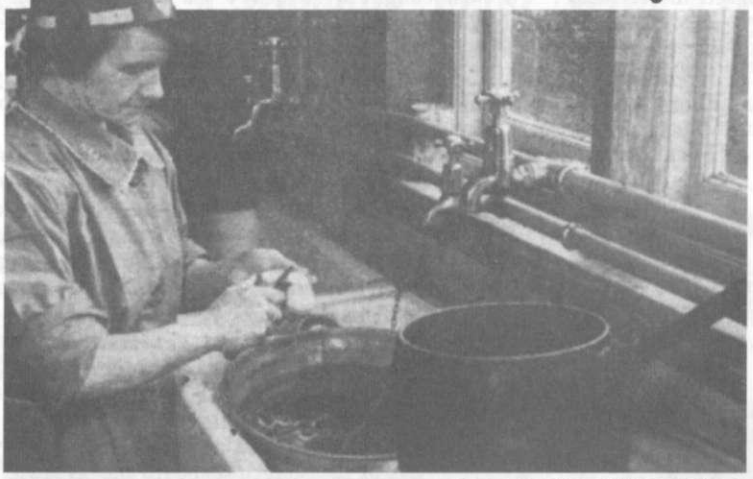
"The captain of the 'Arucas' was lost after being almost rescued. As some of our men were lifting him on board a heavy sea washed him away. He was last seen about 100 yards from the warship struggling to pull his lifebelt down from his face.

"The 'Arucas' was now listing dangerously, and as all the crew had left her, shells were fired into her and she turned turtle and sank."

It is a great tribute to the British Navy that of the 53 men on board the "Arucas," 40 were saved. Three others died after having been taken from the water and 10 were missing presumed drowned.

Here is the crew of five and their Armstrong Whitworth Whitley bomber who landed accidentally in German territory and asked villagers where they were. When they discovered they were on German soil they dashed back to their 'plane and flew into France. Here they are safe after their 15 minutes' landing in Germany. Their full story is told in page 318. *Photo, P.N.A.*

N.A.A.F.I.: They Serve Those Who Serve



Sausage-and-mash is one of the soldiers' favourite dishes at any time of day. Above, one of the N.A.A.F.I. potato peelers is hard at work.

Above we see some of the 20,000,000 sausages which are made each year in this one centre of N.A.A.F.I. They are being sorted according to size

In the kitchens every possible labour-saving device is used. This machine lines the moulds in which meat pies of all sorts are baked. Some 1,500,000 a year are cooked.

THE Navy, Army and Air Forces Institutes has become since the war the greatest of all catering concerns. It has, among other activities, about 1,400 institutes or canteens in Great Britain alone. It cooks its own food at each separate centre; and at that shown in the photographs in this page, taken at a big Army Command in England, the articles of food cooked, supplying every possible need of the inner man, are reckoned in millions. The motto of the N.A.A.F.I. is admirably chosen. It is "Servitor Servientium"—"Servant of those who serve."

The restaurant and welfare superintendent of the N.A.A.F.I., Miss H. W. Kennett, is seen above discussing catering arrangements with an institute manageress. Miss Kennett has in her charge about 20 such centres.

Finally comes the serving of meals to the young soldiers with appetites sharpened by a day in the open. Here, from behind the counter, is the scene at a "rush hour" when anything from sausages and mashed to a really big meal may be asked for.

Photographs exclusive to THE WAR ILLUSTRATED

Northern Ireland Speeds Up Her War Effort

Men of the Fleet Air Arm training in Northern Ireland take on loaded drums of ammunition in case of trouble while on a flight.

As an example to the farmers, the Northern Ireland Government decided to plough up the land surrounding the palatial Parliament Buildings at Stormont, near Belfast (above). In the background is Parliament House, the official residence of the Speaker in the Northern Ireland House of Commons.

Besides being a training centre for our troops, Northern Ireland has many factories turning out tons of ammunition. Many old engineering works have been transformed into armament factories, Circle: Young Irishmen working at full pressure making anti-tank shell bodies on the special lathes.

LORD CRAIGAVON, the Prime Minister of Northern Ireland, has approached the Government of the United Kingdom to ask for more war work for Ulster. Already indeed Ulster is doing her bit. More than 100,000 of her men have joined the forces; more than 250,000 new acres of land are being ploughed up with tractors bought by the Minister of Agriculture, not one of her great shipyards is without a ship in the process of being built; and every available factory is producing aeroplanes, tanks, shells, guns, gun mountings and instruments.

Three "old-timers" join up again (left) to serve in the Home Defence Battalions. The man in the centre is a company sergeant-major and a Mons Star man. The women of Northern Ireland flocked to the recruiting offices to join the A.T.S. and F.A.N.Y.S. Some of the girls of the 8th Northern Ireland Clerical Section of the A.T.S. (right) have a lesson on the topography of Northern Ireland.

Photos. Fox

OUR DIARY OF THE WAR

Thursday, March 28, 1940

Supreme War Council met in London, reviewed Allied strategy and **issued solemn declaration of united action** in making peace and in reconstruction after peace.

Heinkel raider shot down in sea off Caithness.

Patrol aeroplane of Coastal Command had prolonged engagement with two Dorniers over North Sea, and disabled one. British machine, though damaged, returned safely.

Enemy aircraft attacked British convoy in North Sea, but did no damage.

During night of March 27-28, R.A.F. carried out extensive reconnaissance flights over north-west Germany. Two machines failed to return. Three aircraft of New Zealand Squadron took part in such flights for first time.

British bomber made forced landing over Dutch territory when attacked by Netherland fighters.

Announced that six British envoys in central and south-eastern Europe have been called home for consultations with Foreign Office.

U-boat, which had run aground in the Skagerrak, interned by Norway.

Mr. Sumner Welles was received by President Roosevelt on his return from Europe.

Friday, March 29

M. Molotov, Soviet Prime Minister, in review of foreign policy given before Supreme Council of Soviet Union, declared that Russia would remain neutral in the War.

German raider shot down in sea off coast of Northumberland.

R.A.F. fighter patrols in France engaged strong formations of enemy aircraft near Metz, drove them back into their own territory and brought down two Messerschmitts in flames.

Paris reported that two German aircraft had been shot down in France.

Admiralty announced that enemy bombers again attempted to attack convoys in North Sea, but were driven off without doing any damage.

Survivors of bombed Dutch trawler "Protinus," picked up after six days in open boat by British submarine "Unity," landed at Scottish port.

White Book containing alleged Polish documents professing to show part of U.S.A. in causing war, issued by German Foreign Office.

Saturday, March 30

Enemy aircraft which approached Shetlands driven off.

Dutch trawlers "Vikingbank" and "I.S. Groen" reported attacks by German bombers in North Sea on Thursday.

Nazi newspaper in Istanbul, "Turkische Post," closed down by order of Turkish Government.

Mr. Churchill, in a broadcast, said that an **intensification of the war** was to be **expected,** and gave a warning to neutrals.

Minister of Agriculture stated that up to March 15, 1,370,000 of the 2,000,000 extra acres of tillage aimed at had been ploughed.

Sir John Gilmour, Minister of Shipping, died.

Sunday, March 31

Spitfire fighter, on patrol east of Suffolk coast, had duel with a Dornier 17 and drove it out to sea in a damaged condition.

Enemy 'planes driven off from Shetlands and Orkneys. No bombs dropped.

Further air successes in France during week-end were reported. In one encounter R.A.F. fighter patrol attacked nine Messerschmitts, one of which was shot down.

In another, two Hurricane machines attacked a Dornier at a height of 19,000 feet and drove it back disabled over the frontier.

Belgian fishing trawler fired on by German aeroplane.

Reported from Tallinn that immediate evacuation of Baltiski, leased by Estonia to Russia as naval base, has been demanded, nearly one month before arranged date (May 1).

THE POETS & THE WAR

XXV

FINLAND SNOWS

By Capt. Richard Elwes

"After terms of peace had been agreed in Moscow, the March snows began to fall in Finland."

Softly, O softly fall on Finland now,
Cover the ravished, the unyielding breast,
You, who had earlier brought the monster low,
Irresolute and shrinking with the rest.
Hide her away, we dare not look upon her,
Who bore the Christian banner for her own
And held that stale anachronism, Honour,
Sacred, and strove to keep it so, alone.
Fall softly, then, upon her valiant brood;
At least you shed no pity-sodden tears.
At least you shroud the men who understood,
Alone in a world of panic-deafened ears,
That all was *not* lost at Thermopylae,
Nor Gettysburg a windy mockery.

—*The Times.*

Monday, April 1

R.A.F. aircraft of Bomber Command, actively engaged in reconnaissance over North Sea, attacked enemy patrol with bombs.

German Junkers 88 was engaged by British Blenheim and damaged, its wreckage being later observed by a warship. One British aircraft missing.

Paris reported heavy artillery fire in region west of the Saar, and considerable air activity on both sides.

Reported that question of tightening blockade against Germany is under continuous consideration by British and French Governments.

Statement was read in the Riksdag recording all diplomatic steps taken by Swedish Government in connexion with Russo-Finnish conflict.

Announced that Home Secretary has appointed twelve regional advisory committees to reconsider cases of certain classes of aliens in Britain.

M. Frossard, French Minister of Information, arrived in London for consultations with Sir John Reith.

General Smuts' War Measures Bill passed by South African House of Assembly by 75 votes to 55.

Tuesday, April 2

German aircraft carried out **attack on Scapa Flow** at dusk, and were driven off by fire of ships and batteries. Bombs dropped, but no damage done. One raider believed to have been shot down.

Admiralty announced that enemy aircraft attacked convoys in North Sea, but were driven off by gunfire.

Three Hurricane fighters, patrolling North Sea, fought two Heinkel raiders only 20 feet above the sea.

Three **R.A.F. fighters** were engaged with nine Messerschmitts on Western Front and were reported to have **brought down three of the enemy.**

Two more Messerschmitts shot down by the French.

Announced that last week a U-boat was sunk off west coast of Scotland by a patrol vessel.

Wednesday, April 3

Eleven **ministerial changes made in Government,** in addition to appointment of Mr. Churchill as head of Committee of Service Ministers, following resignation of Lord Chatfield, Minister of Co-ordination of Defence.

First R.A.F. fighter in Coastal Defence to be lost since war began, a Spitfire, was **brought down** off Yorkshire coast after engaging a Heinkel, which also fell into the sea.

German reconnaissance aircraft seen over Shetlands.

Enemy bombers attacked a convoy, dropping 15 bombs without doing damage. They were driven off by fire from escorting warships.

R.A.F. brought down two more Messerschmitts over Western Front.

Lord Athlone appointed Governor-General of Canada in succession to late Lord Tweedsmuir.

General Sir Hugh Elles appointed A.R.P. controller for all Britain.

THE BRITISH BLOCKADE

"Their ships look bigger than ever, Raeder. There must be something wrong with our telescope."

From the cartoon by Sir Bernard Partridge, by permission of proprietors of "Punch"